

PICARDY BATTLE PART OF FOCH'S MAIN STRATEGY

Not Seen In London As
Separate Attempt To
Break Through

RELIEVING AMIENS

Also Hindering Germans
From Extricating Them-
selves In Aisne Salient

POWERFUL THREAT

May Compel Enemy To
Make Another Great Re-
treat Around Montdidier

(Reuter's Agency War Service)

London, August 9, 7:45 a.m.—The heavy blow delivered by Sir Douglas Haig yesterday is regarded, not as an attempt to break through but as part of the great strategic plan which Marshal Foch is carrying out now that he has the initiative for the purpose of further relieving Amiens and recovering perfect freedom to maneuver.

By maintaining this offensive pressure on the Germans Marshal Foch not merely embarrasses them in the desperate delaying battle they are fighting on the Vesle in order to secure their retreat across the Aisne but he is threatening their general position, for, if pushed far enough, yesterday's attack may compel the withdrawal of the enemy from the apex of the Montdidier salient, which threatens both Paris and Amiens.

Gains Are Remarkable

Such a development, however, is pure speculation. At the present stage the results already gained are sufficiently remarkable in themselves in view of the water-logged ground and the fact that the enemy was completely surprised in the sector which he fought hardest to conquer and which, as his recent counter-attack on the Ancre showed, he regarded as most important.

Much gratification is expressed in London and Paris at entrusting Sir Douglas Haig with the command of the operation, showing a new development of the principle of unity of command.

Mr. Lloyd George when he arrived at Cardiff yesterday evening, en route to the Elsteddoff, read a telegram he had just received to a huge crowd on the platform, remarking, "We are smashing through."

Commons Told Of Victory

London, August 9, 10:15 p.m.—In the House of Commons this evening Mr. A. Bonar Law said that on a front of twenty kilometers, from Morlaucourt to Montdidier, by 3 o'clock this afternoon we had reached all our objectives and captured a hundred guns and 7,000 prisoners. Our advance was to a depth of four to five miles and reached seven miles at one point.

The ground gained being immediately in front of Amiens, its strategic importance was obvious. "The attack completely surprised the Germans and has upset whatever plans they had formed. The result may be taken as an indication of the complete change in the military position which has occurred recently."

Reuter's Agency learns that General Sir Henry Rawlinson commands the 4th Army. Our attack is progressing satisfactorily. Moreuil and Morlaucourt have already been captured and our prisoners already number several thousands. All our objectives were gained in the first two hours of the attack.

The position on the Western front is now regarded as being more favorable than it has ever been.

CHANG TSO-LIN IN PEKING

(Reuter's Pacific Service)

Peking, August 9.—Chang Tso-lin's staff arrived in Peking this afternoon. Chang Tso-lin is expected this evening.

Allied Expedition Is Pushing Forward Toward Vologda

Bolshevik Force Opposing
Movement From Archangel
Shelled Out Of Its Position

(Reuter's Agency War Service)
London, August 8.—The Allies are pushing forward rapidly from Archangel along the railway to Vologda.

The Allied landing at Archangel was effected without a casualty and was assisted by White Guards. On the 4th the Bolsheviks, who had withdrawn across the Dvina, were shelled out of their positions.

The hostile forces number 8,000, of whom 5,000 are workmen, 1,500 armed Maximalists, 400 Laps and 900 Germans. The Allies have captured large quantities of rolling stock and stores and two heavy batteries.

The German forces north of the Gulf of Finland are estimated to number 50,000, mostly of an inferior type. These are concentrating for an advance on the Murman railway, where there has already been some skirmishing.

(Reuter's Pacific Service)

Vladivostok, August 9.—There was a noticeable lack of enthusiasm on the part of the populace as the French troops marched through the streets until they were nearing the Czech headquarters, where there were repeated bursts of cheering.

The streets were lined many deep with spectators as the newcomers passed, preceded by the Czech band, and as they went past the reviewing stand at Czech headquarters where were stationed officers and honorary guards of the Allies.

Tokio, August 9.—General K. Otani has been appointed Commander of the expedition to Vladivostok, with Lieutenant-General Yui as Chief of Staff.

STOP CAMOUFLAGE, IS GERMAN PRESS DEMAND

Officials Trying To Deceive People As To Critical Situation, Paper Declares

(Reuter's Agency War Service)

Paris, August 8.—The Munchener Post protests against the recent speech delivered in Hamburg by Prince Henry of Prussia, who represented the lost battles as victories. This German newspaper says, "It is scandalous to give the German people a picture of the situation in no way corresponding to the reality. Instead of continuing to deceive the people, the official orators would do better to say openly that Germany today is in an extremely serious situation."

JAPANESE HAND BARED IN GOLD NOTE SCHEME

Tsao Ju-lin Gang Reported To
Want 'Currency' Loan Of
20,000,000 Yen

(Reuter's Pacific Service)

Peking, August 9.—It is reliably reported that the promoters of the gold note scheme propose to raise a loan of 20,000,000 yen in Japan.

With reference to the scheme the Cabinet is considering three sets of regulations, the first of which has already been passed, namely, for the establishment of a Currency Bureau, the directorship of which has been offered to Liang Shi-yi. The other regulations relate to the issue of gold notes and the establishment of the so-called China Trading Company, the object of which is to promote foreign trade on a gold basis.

It appears that there is little doubt but the adoption of the American dollar standard is designed to hoodwink the public, who are more likely to accept such notes than Japanese yen.

[Chinese press reports say President Feng Kuo-chang has disapproved Tsao Ju-lin's profitable little project.]

Von Helfferich Back In Berlin To Report

Will Tell Kaiser and Chancellor
Of Situation In
Russia

(Reuter's Agency War Service)

Copenhagen, August 8.—Dr. von Helfferich, the German representative at Moscow, has arrived in Berlin to report to the Kaiser and the Chancellor on the situation in Russia.

THE PIT AND THE PENDULUM



ITALIANS AND FRENCH RETREAT IN ALBANIA

Withdraw To Depth Of Seven
Miles But Are Making Stand
On Strong Positions

(Reuter's Agency War Service)

London, August 8.—In Albania the Italians have been forced to make a further retirement north of Berat, entailing a movement to conform by the French troops who are operating on the right of the Italians. The retirement, which was seven miles deep, has now ceased. The Allies occupy strong positions and still hold Berat.

Paris, August 8.—An official despatch from Eastern headquarters reports:

In Albania the Austrians yesterday evening and today renewed their violent attacks against our new front. They were repulsed everywhere. We took 130 prisoners.

'ARMY OF U.S.' TO COVER ALL ARMS OF SERVICE

Previous Designations For Various
Branches Are Ordered
To Be Abolished

(American Wireless To Reuters)

Washington, August 9.—A General Army Order has been issued creating "The Army of the United States" in which every element of the existing forces is to be merged regardless of origin. The order provides that the terms "Regular Army," "National Guard" and "National Army Reserve Corps" will be abolished for all purposes, and with them go all insignia other than the plain U.S. monogram hitherto reserved for the regulars only.

The Weather

Oppressive heat today. The maximum temperature yesterday was 89.4 and the minimum 73, the figures for the corresponding day last year being 97.4 and 76.2.

Germans Still Clinging To Militarism, Says Balfour

Attitude Of Educated People Greatest Obstacle To
Peace, He Tells Commons

(Reuter's Agency War Service)

London, August 8.—In the House of Commons this afternoon, replying to the pacifists Mr. A. J. Balfour said that the true obstacle to peace was that educated Germans unitedly upheld the gross and immoral heresy that a policy of universal domination was the true policy of any nation wishing to be great. This heresy originated from the facile successes in war obtained by Germany and the way that war did not always lead to successes. Germany visibly practiced these abominable doctrines. Not a German statesman had ever unambiguously declared the intention of restoring Belgium and making reparations to Belgium, which even the most extreme pacifists in the House of Commons were determined should be done.

The carrying out of German theories was even more strikingly exemplified on her eastern frontier, where she was greedily and remorselessly endeavoring in every way to bring peoples under her economic and military domination. For example, Germany came to Finland as a "liberator" and Finland was now in the grip of Germany, who insisted on dictating the kind of government Finland should have, stripped her of copper and other material, garrisoned her and attempted to use her against Russia and the Allies.

Germany had so cynically and audaciously rearranged the map of Eastern Europe, regardless of national or ethnic limitations, that without German support the whole fabric would fall to pieces. He could not conceive the Allies tolerating any peace which would leave that state of things unremedied and by that means enable an enormous increase in German power for waging future war.

Mr. Balfour dwelt on the crushing methods employed by Germany in Rumania.

In an animated manner, he contrasted British and German methods

Germany's Levy On Belgians Exceeds Two Billion Francs

Balfour Gives Figures Of Ter-
rible Exactions On Pros-
trate Nation

(Reuter's Agency War Service)

London, August 8.—In the House of Commons today Lord Robert Cecil stated that from November, 1914, to November, 1917, the Germans had levied war contributions totaling 2,330 million Francs in Belgium besides enormous fines on localities, firms and individuals. These monstrous exactions must certainly be taken into account when the terms of peace are being arranged.

OVER 800 ATTEND GALA FOR ALLIED WAR FUNDS

Dinner, Vaudeville, Dancing And
Fireworks Draw Crowd To
Shanghai Race Club

Over 800 people attended the

monster gala held last night at the Shanghai Race Club for the benefit of the Allied War Funds. A sterling vaudeville program which following the dinner served on the Race Club lawn delighted the hundreds that crowded the grandstand. At midnight 40 valuable articles donated by Shanghai stores were raffled.

Flags of the Allied nations played a prominent part in the decorative scheme, while colored lights and lanterns were hung about the grounds, grandstand and clubhouse. National anthems of Great Britain, the United States and France were played during the evening.

The vaudeville program, featuring amateur and professional stars, was given on a stage erected in front of the grandstand. Miss Olive Crane, Mr. Gee, Keeley and Aldous, Miss Rieuse, Smith and Bella Jackson and M. Darnol contributed numbers which were interspersed with comedy moving pictures and selections by the Shanghai Municipal Band.

Following the vaudeville show, a fireworks exhibit including many set pieces was shown and dancing was enjoyed in the coffee room of the clubhouse.

The following articles were drawn at midnight, the lucky numbers following the names of the prizes: gold coronation medalion, 1338; five pound note, 1342; five chances in the Champion Sweepstakes, 1357 and 692; Navy book of Fairy Tales, 1673; saddle, 1616; two cases wine, 1720 and 162; two cases whiskey, 869 and 1378; pair hunting pictures, 841; picture, 915; Japanese picture, 1476; cut glass bowl, 263 and 1343; flower basket, 1219; table center, 1485; cup, 905; suit case, 1356; clock, 782; wrist watch, 1061; walking stick, 529; paper weights, 1179 and 1244; egg rack and spoons 1484; cricket bat, 787; bottle of perfume, 1085 and 1906; fountain pen, 1933; lady's bag, 1844 and 1927; case Badollet, 524; gramophone and records, 1307; wine bottle, 1540; four pairs glass vase, 1641, 1285, 1905 and 1457; electric desk fan, 817.

FRENCH-BRITISH OFFENSIVE WINS GREAT VICTORY

Haig's Attack In Picardy
Penetrates To Depth
Of 11 Miles

17,000 PRISONERS

Tanks, Cavalry and Artil-
lery Sweep Over Villages
In Rapid Advance

100 GUNS TAKEN

Germans Give Up Another
Mile In Lys Valley
Sector

(Reuter's Agency War Service)

London, August 9, 2:30 p.m.—The Franco-British advance continues and has reached a maximum depth of eleven miles. Cavalry, armored cars and tanks are preceding the infantry and have arrived within a mile of Chaulnes Junction.

Up to the present 10,000 prisoners have been taken.

3:40 p.m.—Field Marshal Sir

Douglas Haig reports:

Our progress on the battle-front continues. The French have taken Fresnoy-en-Chaussée, east of Moreuil, and the British are now eastward of Le Quesnel and Caix.

The enemy is vigorously resisting northward of the Somme and heavy fighting is going on between Chipilly and Morlaucourt.

The Allies have taken upwards of 14,000 prisoners while the number of guns captured cannot yet be estimated.

The enemy continue to evacuate their forward positions in the valley of the Lys and our line has advanced between the River Lawe and the River Bourre, southwestward of Merville, to a maximum depth of 2,800 yards. We hold Locon, Le Cornet Malo, Quentin-le-Petit, Pasest and Le Sart.

We advanced our line a short distance on a front of upwards of a thousand yards northward of Kemmel, taking thirty prisoners.

Haig's Story Of Battle

London, August 8.—Field Marshal Sir Douglas Haig reports this evening:

The operations begun this morning on the Amiens front by the French First Army under General Demeny and the British Fourth Army under General Sir Henry Rawlinson, are proceeding satisfactorily. The Allies' troops were assembled under cover of the night unnoticed by the enemy.

At the hour fixed for the assault, divisions of French, Canadian, Australian and English troops, assisted by a large number of British tanks, stormed a front of over twenty miles from the Avre at Braches to the neighborhood of Morlaucourt. The enemy was taken by surprise and we made rapid progress at all points and at an early hour our first objective had been reached on the whole front.

During the morning the advance of the infantry continued, actively assisted by British cavalry, light tanks and motor machine-gun batteries. The German resistance was overcome at certain points after sharp fighting. Many prisoners and guns have been captured.

Up to the present the British forces have penetrated 4,000 yards. The villages captured include Aubercourt, Demuin, and also the heights west of Cerisy and the height southward of Morlaucourt.

French Cross Avre

The French gallantly attacked and crossed the Avre despite the opposition of the enemy and carried the hostile defenses.

The greater part of our final objective northward of the Somme was gained before noon but in the neighborhood of Chipilly and southward of Morlaucourt the enemy offered a prolonged resistance but finally our troops broke down the resistance and gained their objectives.

The gallantry and dash of the Allied infantry southward of the Somme gained during the afternoon

our final objectives on the whole front.

Assisted by light tanks and armored cars, our cavalry passed through the infantry and beyond our objective, riding down the German transport and limbers in retreat, surrounding and capturing villages and taking many prisoners.

We have reached the general line of the Somme, Bapaume, Arras, Cambrai, Valenciennes, and the westward of Morlancoeur.

It is impossible to estimate the prisoners, guns and material captured but we have taken several thousands of prisoners and many guns.

Aviation.—We dropped over seven tons of bombs during the day yesterday with good effect. Fifteen hostile machines were brought down and seven driven down out of control. Two British machines are missing.

Bad weather hampered operations during the night. A ton of bombs were dropped. One of our night-flying machines is missing.

Germans Admit Retreat

The German official communiqué issued this evening reports:

Between the Aisne and the Avre the enemy forced his way into our positions.

Reuter's correspondent at French headquarters at noon today reports:

The British and French are attacking on a front of approximately twenty-five miles between Albert and Montdidier. A stiff fight is raging on the outskirts of Moriel.

The first line of objectives had fallen by 6 o'clock this morning.

The British have captured Harbancourt, six miles east of Villers-Bretonneux.

Great Strategic Consequences

Reuter's correspondent at British headquarters reports this afternoon:

This morning's battle has developed into a success the strategic consequences of which cannot yet be measured.

Our tanks drove the enemy from his trench positions and machine-gun posts and enabled our infantry to establish themselves. Our barrage was wonderful. The German front line being smashed up by a few minutes' drum-fire.

One corps took 2,000 prisoners early this morning and one division has counted nearly a thousand by six o'clock. The 27th, 108th and 42nd Divisions of Prince Rupprecht's Army suffered most heavily while the 117th, which only came into the line last night, was badly cut up.

Considering the importance of the operation, our casualties are very light.

By 7:30 a.m. the tanks had cleared the enemy out of Cherisy while our artillery pushed forward so rapidly that one brigade was in action forward of the old front line within twenty minutes of "zero" time.

Reuter's correspondent at British headquarters adds:

By 11:15 this morning we had entered Bayonville.

The only determined stand made by the enemy was around Morlancoeur where heavy fighting has been in progress all day, the enemy counter-attacking several times without result.

Dominant Aisne Plateau

Reuter's correspondent at French headquarters wiring at 6 o'clock this evening reports:

The battle on the line of the Aisne is progressing well on the whole front of attack and our troops have established themselves on the plateau which overlooks the valley of the Aisne from the east and are deploying on the plateau for a continuation of the attack. There is every reason for confidence.

It must be remembered that the series of important local actions carried out on this front between the 2nd and the 5th were very successful in pushing the Germans back and taking prisoners. Since then General Debeney has not relaxed the pressure, with the result that he held the banks of the Aisne from Braches to beyond Francourt when the attack began today.

600,000 of Allies Engaged

Paris, August 8.—The French advanced southeast of Amiens to the assault without an artillery preparation. They found the enemy in the act of being relieved and utterly unable to withstand their onslaught.

Very violent fighting raged around Hamard and Morlancoeur, the advantage remaining with us.

It is estimated that the British and French forces participating in this offensive total 250,000 infantry, or 600,000 of all arms.

The official communiqué issued this evening reports:

We began to attack this morning southeast of Amiens, in conjunction with the British, and continued in good conditions. Details are published in the British communiqué.

Aviation.—184 enemy aeroplanes were brought down in July and 154 seen to fall disabled in the German lines. Our aeroplanes set fire to 49 enemy captive balloons during the same month while our bombing planes dropped 194 tons of projectiles during the day and 356 tons during the night on the bridges over the Marne, the enemy troops south of the Aisne and the stations in the region of Laon, Hirson and Reims.

The activity of the Allied troops on the French front is far from slackening. While local actions took place, the Vesle was crossed at some points yesterday, despite violent counter-attacks, an advance was made north of Rheims and an attack launched southeast of Amiens which is now in progress.

Special mention in General Orders has been given to the French tanks by General Petain, who says "Since the beginning of April the tanks have taken part in thirty engagements and two pitched battles and proved to be of great value in attack. After stopping the enemy they broke through his lines on June 11 and July 18."

Americans Push Ahead

North Of Vesle River

London, August 8.—The American official communiqué this evening reports:

We gained ground northward of the River Vesle.

Reuter's correspondent at American headquarters reports this afternoon:

Despite bad weather General Petain is continuing to advance and has already pushed a sufficient force across the Vesle to hold the bridge-heads on the right bank. The enemy risks having his line cut through at its weakest point, which would sever the northwestern end of the plateau from the strongly held ridges to the east, thus threatening the direct line of retreat across the Aisne of the forces now holding the ridges.

A tendency in that direction is the enlargement of the front at La Neuville, north of Rheims. It will be instructive to see the view taken by the enemy of these threats as that will indicate his strength and anything confirming the impression of a German shortage of men will have considerable weight in determining our strategy.

The Germans are holding the north bank of the Vesle in considerable strength and with many guns. It is reported that they have withdrawn some of their heavy guns across the Aisne and destroyed some of the Aisne bridges.

The Germans will probably be compelled to abandon the line of the Vesle if they are seriously attacked.

Seventy-four German divisions have been engaged since July 15. **Germans Fear Americans**

The significant and universal theme of letters on prisoners we have captured is the weakness of their companies, suggesting a reason for the weakening of the German resistance which, if confirmed, would countenance adventurous methods.

In the Americans General Petain has the very instrument for the adventure. Asked why he did not surrender sooner, a prisoner replied, "The Americans are madmen. We dare not surrender sooner."

From Braine to beyond Bazoches the Rheims-Solons road runs to the north of the River Vesle and the railway. The troops that crossed this sector rushed their advance as far as this highway and defeated an enemy counter-attack which was twice repeated.

17,000 Prisoners Taken, Report To Washington

(American Wireless To Reuters)

Washington, August 9.—A British communiqué says that the French and British forces have captured 17,000 prisoners in Picardy. British airmen account for twenty-two German aeroplanes. An average advance of from five to six miles was made on a twenty-mile front, with a maximum advance of eleven miles. From Lihons the line ran southward to Merharicourt, southeast of Rosieres.

General Pershing's communiqué for August 7 reports:

East of Bazoches our troops crossed the Vesle and gained the Rheims-Solons highway. Enemy counter-attacks broke down under our fire.

The communiqué for August 8 reports:

North of the Vesle there were local combats resulting in a gain of ground for our troops.

U.S. Army Is Called The Chief Factor In War's Decisive Year

(American Wireless To Reuters)

Washington, August 9.—Press dispatches received from London say that this year's campaign can be regarded perhaps as the turning point in the war and that the American army was the chief factor in this regard.

The military critic of the Westminster Gazette says that soldiers who have seen the American mettle put to the test say that the American troops are equal to any in the world.

URGE U.S. GOVERNMENT TO SMASH MEAT TRUST

Object Of Government Control Of Packing Industry Is To Break Monopoly

(American Wireless To Reuters)

Washington, August 8.—The Federal Trade Commission recommends Government acquisition and control of the principal stockyards and cold-storage plants of the United States in order to destroy the monopoly exercised by the five big meat companies in Chicago. It also recommends Government acquisition of the railway cars used in the meat industries. The Commission points out that the big American packers control more than half the meat on which the Allies are dependent.

Books For Hospitals

Contributions Received

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A. bet 5.00

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News Brevities

Arrested a few days ago in Soochow for an armed robbery committed two years ago a Chinese was ordered handed over to the Arsenal authorities by the Mixed Court yesterday. In the testimony given it was stated that the man was formerly a leader in a powerful society here and that eight of his confederates had already been executed.

IRISH HOME RULE BILL BEING DRAFTED ANEW

Government Committee Begins Sessions In Effort To Frame Acceptable Measure

(Reuter's Agency War Service)

London, August 8.—In the House of Commons today the Secretary for Ireland announced that a Government Committee is sitting, endeavoring to shape an acceptable Home Rule Bill.

American Socialists Meet French Ministers

(Reuter's Agency War Service)

Paris, August 8.—The members of the American Socialist Deputation now in Paris yesterday met several of the French Ministers. Mr. Charles Russell, one of the delegates, said that the new relations created between French and American labor were proof of the entire community of principles existing between France and America and a guarantee of the common victory which would cause their common ideas of democracy and justice to prevail.

British Parliament Adjourns To Autumn

(Reuter's Agency War Service)

London, August 9.—Parliament has adjourned to October 15.

SLAVIC LEGION CAMP TO BE ORGANISED IN U.S.

To Be Established On Atlantic Coast And Composed Of Volunteers

(American Wireless To Reuters)

Washington, August 9.—The War Department has announced that orders have been issued for the immediate mobilization at an Atlantic Coast military camp of a Slavic Legion, providing for voluntary enlistment of Jugo-Slavs, Czechs, Slovaks, Ruthenians and other oppressed peoples anxious to fight against Germany and Austria-Hungary. The Legion was authorized by the Army Appropriation Bill. The officers of each unit, except field officers, are to be appointed from the race composing the unit, as far as practicable.

LONG-RANGE GUN ACTIVE

(Reuter's Agency War Service)

Paris, August 7.—The long-range bombardment continued today.

U.S. Metal Workers Pledge War Support

Supply For Munitions Will Be Kept Up Till Germany Is Beaten

(American Wireless To Reuters)

Denver, August 9.—The International Union of mine, mill and smelter men have pledged to the United States their loyalty in the war. In a telegram to President Wilson, declaring that until Germany is beaten the nation's supply of war metals will not fail through any fault of the members.

GERMAN FACTORIES BOMBED

(Reuter's Agency War Service)

London, August 8.—Air Ministry official:

Our aeroplanes today successfully attacked the explosive factories at Rombach with good results. All our machines returned.

STEEL STANDARD SHIP LAUNCHED IN HONGKONG

First Vessel Of Its Kind In China Slips Down Ways

(Reuter's Pacific Service)

Hongkong, August 10.—The steamship War Drummer, the first steel standard ship built in China, has been launched by the Hongkong and Whampoa Dock Company's shipyard. The vessel was christened by Lady May. His Excellency the Governor and Sir Haviland de Saumarez were present.

In an address Sir C. P. Chater, Chairman of the Dock Company, said:

"While this is the first ship of this class to be floated from our yard it is by no means our one and only effort. Already we have several others of greater tonnage either in course of building or on order, also from the Admiralty, as well as four powerful tugs."

Read what great men



Have said about saving

"We have not studied economy as we should."

—Woodrow Wilson.

"If you would be sure that you are beginning right, begin to save."

—Theodore Roosevelt.

"Economy makes happy homes and sound nations. Instill it deep."

—George Washington.

"People are extravagant and wasteful. We are not saving up for the time of need."

—John D. Rockefeller.

"Teach economy. It begins with saving money."

—Abraham Lincoln.

"Save, young man, and become respectable and respected."

—Benjamin Franklin.

"The seed of success is not in you if you can't save money."

—James J. Hill.

"No boy can become great as a man who did not in his youth learn to save money."

—John Wanamaker.

"Thrift separates the temperate, well-behaved, respected and useful from the unsatisfactory members of society."

—Andrew Carnegie.

Open a savings account. Cultivate the good habit of saving. The earlier the start the better for you. Your spare dollars deposited here will earn 4% compounded semi-annually.

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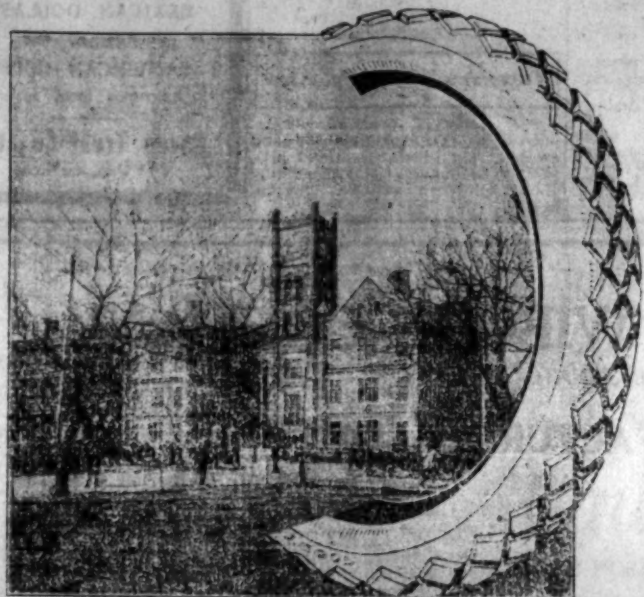
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CONGOLEUM

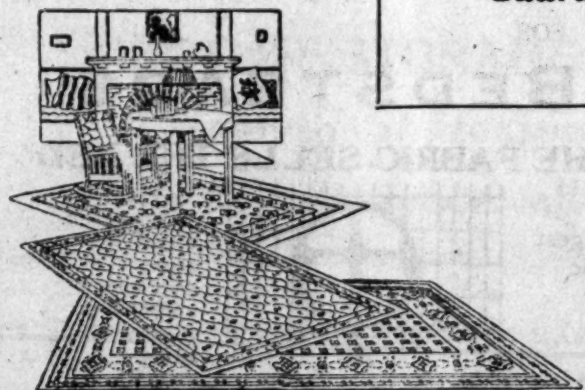
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ROMANIAN OFFICIAL LEAVING FOR FRANCE

Mr. Petresco, Now In Shanghai,
And Daughter To Offer Ser-
vices To Allies

Unable to return to his own country because of the incursion and subjugation by the Germans, Mr. L. C. Petresco, Assistant Director General of Munitions in Rumania and a member of the Rumanian Royal Mission to Japan, is leaving Shanghai tomorrow bound for France, where he will place his services at the disposal of the Allied cause in the battle against the devastators of his native land.

Mrs. Petresco and Miss Dina Petresco, his young daughter, accompany him and the latter intends to volunteer for hospital work in France.

Word from Rumania, Mr. Petresco said, had been practically entirely cut off since the Germans overran Bucharest but such messages as have reached him recently tell of terrible conditions throughout the country.

"It has been stripped of corn and grains," he said "and the people are dying by the hundred of starvation and of disease induced by lack of food."

Nearly 3,000 officials of the former Rumanian government have fled to Switzerland according to a message received by Mr. Petresco a few days ago from his brother, who was formerly Lord Mayor of Bucharest.

Mr. Petresco left Rumania two years ago with the Japanese mission and a short time before the conclusion of the German imposed peace was appointed to a mission which was to proceed to Washington on behalf of his desolated country. Before he could leave, however, the peace was concluded and after remaining some time in Japan he determined to proceed to France.

At the time her parents left for Japan Miss Petresco was nursing the wounded in the hospitals at Bucharest and she remained there for five months after their departure, finally making an exciting escape from the capital during its bombardment by the German artillery. She left on the last Government train out of Bucharest before the arrival of the enemy, who entered the city on the following morning. Long before the capture, she said, there had been great suffering among the people and especially among the wounded in the hospitals owing to lack of food. The hospital staff suffered likewise and in a terrible epidemic of typhus shortly before her departure many of the doctors and nurses died. When the Germans began shelling the city on the day previous to the capture, Miss Petresco said, as many of the wounded as were in condition to be moved were taken in charge by the nurses and removed from the city. The majority had to be left and the lady in charge of the hospital in which she was on duty, a sister-in-law of the former Rumanian Premier, remained behind with her helpless charges.

"Since the Germans came we have received no letters, no message of any kind from relatives, friends or officials," said Miss Petresco, though we have written and called many times. We have been entirely shut off from our country and only know, by what we have heard from sources outside, that there is a great deal of suffering there. It is useless to attempt to return and so we go to France. I have had quite a little training as a nurse now and hope that I may be of use when we get there."

FINANCIAL CONDITION OF AMERICA SOUND

Resources In All Banks Nearly
Eighteen Billion Gold, Greater
Than Last Year

(American Wireless To Reuters)
Washington, August 9.—The Comptroller of Currency has announced that the resources of the nation in all banks of the United States on June 29 were \$17,839,562,000, being \$1,688,000,000 greater than at the same time last year and \$1,000,000,000 greater than the world's production of gold since the discovery of America, which is estimated at \$16,461,000,000.

Resources decreased \$410,000,000 since May 19, owing largely to the fact that the banks have disposed of great quantities of Liberty Bonds held in May.

The Comptroller regards this as an indication of the healthy financial condition of the country, which is still able to absorb Government securities, particularly in view of the approaching Fourth Liberty Loan. Bank deposits were \$14,021,609,000, or \$333,311,000 less than on the previous bank call on May 10. "This reduction is about counterbalanced by an increase of \$330,361,000 in loans and discounts, to \$3,920,402,000. Holdings of Liberty Bonds and Certificates of Indebtedness increased \$541,728,000 to \$32,116,785,000. Cash on hand and due from the Federal Reserve Banks amounted to \$1,696,154,000, or \$443,690,000 less than on May 10.

Men In Training Camp Take Citizenship Oath

(American Wireless To Reuters)
Washington, August 9.—At a military training camp in the Middle West recently, the soldiers became full-fledged citizens of the United States by taking the oath of allegiance together in a Y.M.C.A. auditorium.

The Whangpoo Rubs Its Eyes And Speaks Its Mind

You have perchance heard the yarn of the two introspective colored gentlemen who were discussing the true inwardness and basic psychology of railway collisions.

"Do most peculiar fac' of dese yere rear-end collisions you reads about," commented Mose, "is dat its de las' cah in de train what always gits mashed up."

"Um," was Rastus' thoughtful reply, "why don't dey leave off de las' cah?"

Which raises the thought of what an idyllic thing it would be for the traveler to Shanghai if somehow or other the last stage of the journey hither might be "left off."

Those enthusiasts who boast Shanghai as a real, sure-enough, up-and-coming city must feel more than a little bit confused and apologetic when they return here after their first trip home. There is no denying that in certain respects the place dates back to the year one.

Trials Of The Poor Passenger

The poor passenger arrives off the mouth of the Yangtze—after, may be, some days of typhoon weather—and has to wait while the tide rises over the bar, or Fairy Flats—an aggravating name for such a nuisance. When eventually the ship does get up stream he may be dumped over board almost anywhere between Woosung and the city onto a crowded little tender. This finally lands him at a pontoon not much bigger than a parlor car amid a perspiring crowd of fellow passengers, visitors and baggage coolies.

Cargo is often in a worse plight. A tedious transfer from steamer to lighter, lighter to pontoon, pontoon to primitive hand trucks and hand trucks to godown, through the public streets, is enough to try the patience and stamina of the best trained crate.

The old hand has, however, gotten used to these things. There has always seemed little likelihood that anything could or would be done, and being truly imbued with Chinese philosophy, he asks, "what does it matter?—Yes, what?—Mashed!"

Imagine the effect created on such a comfortable frame of mind by a document which we were recently handed, dealing with subject of port facilities. On first inspection this pamphlet appeared to be a huge joke foisted on the long suffering Shanghai public by a bunch of wags, or an astonishing effect of the arrival of the real warm weather. The authors have the nerve to suggest that Shanghai actually wants a real harbor plant to handle freight, real quays for directly landing passengers and other fixings which are scarcely ever associated with a place which some misguided person—who surely never saw the port—has called the "Hub of the Orient" or the "Paris of the East."

A Mere Matter Of Millions
This is, however, the least notable feature of this astounding production. Gigantic training works for the mud bar in the Yangtze, a huge dam to close the Whangpoo, Panama Canal type shiplocks and a first rate ship canal are spoken of as matters of course. It is true a trifle of a hundred million dollars (only Mexican) is whispered of, but why worry about a little thing like that.

On recovering from the shock we have, however, read this astounding work again and as the red mist passed from our eyes, it actually seemed that there might be something in it after all. We began to ask ourselves questions, and found that as often as not the report gave replies which, to say the least, made us sit up and take notice.

The producers start out as prophets and lay out a future for this

city which compares with the present state of things at San Francisco. They follow up the idea that each country must concentrate all its long distance traffic at a few points and we immediately asked ourselves, "Does China show any real business tendency to concentrate in this way and will it ever be sufficiently alive to develop a real commercial circulation?" Pessimism suggested that while Shanghai does, right now, handle half the whole trade of China, such a condition has no necessary permanence and that China shows no signs of improvement, so that increase of trade is improbable. Moreover, all this concentration and development is due to the foreign stimulus and would vanish as soon as that stimulus ceased to act.

Hastily removing this wet blanket, we reminded ourselves that China has gone ahead steadily in trade since 1840 in spite of the Taiping Rebellion, the war with Japan, the Boxer trouble and the Revolution. Foreign culture is so directly useful and widely diffused that the extinction of its influence in any country is inconceivable even if the nationals of this, that or the other country should withdraw.

Why, Shanghai?

The forces of reaction then attacked with a second wave. Why Shanghai? There are many other good ports in China. The city is a long way up a narrow winding stream. Why not a new port at some other place in the Yangtze Estuary? Calling up our reserves and borrowing a few from Mr. von Heidenstam's report dope we threw back the enemy. Woosung cannot be made a sheltered harbor without immense breakwaters and if you dig a caisson how about the mud? There is no apparent place in the estuary better than Woosung.

Hongkong serves its own great purpose and hinterland and has no good communications with mid-China and its growth cannot add or detract from that of Northern or Central ports. Tsingtau, in spite of German energy, never seriously threatened Shanghai except in regard to the trade of Shantung. It has no inland water connection and would probably need much development to serve big ships.

Swift came the counter-attack. Why so much talk about big ships? There are no big ships on the Pacific and never will be. Slowly extricating ourselves, we recalled that 40 years ago the biggest ships on the Pacific probably had a draft of only 15 feet; now they draw at least 30 feet; and the harbors on the Pacific coast and in Australia expect big ships and are getting ready for them; we recalled also that there is such a thing as the Panama Canal. It is an ever present and undebatable fact that many of the ships we have now on the run from America cannot conveniently get up to Shanghai, except under favorable conditions.

Doubts next began to assail us as to whether Japan alone is not capable of providing such a number—one type of accommodation as our enthusiastic engineers contemplate. Even here, however, we were gradually convinced. Japan is by no means so close that the use of big ships between that country and China would not be economical. The Yellow Sea is more tempestuous than the open Pacific. China is a more important country economically than Japan, and surely does require at least one first class port of her own, in her own interest and in that of all those who want to do big business with her—and who does not?

Pondering these things and recalling poignantly our last harrowing

voyage up the Whangpoo from Woosung, the conclusion began to take form and coagulate that, though economically it appears to be a high flyer, it looks ahead in the right direction, although some points must be cleared up.

The technical side of the matter was too big for us to handle. After all we have a little reputation to lose and an attempt to argue schemes which engineers themselves might be divided would be precarious business.

We re-read this part of the document carefully and for a time our brains seethed with whirling locks, dams, canals and other complexities, until the boy produced a soda-water. Suddenly a clear light broke into our darkness. The authors, cute Coys as they evidently are, do not say themselves that they know what is the best scheme. They only want Shanghai and the Conservancy Board to allow them to find it out.

By all means let Shanghai get behind the authorities so that they can go ahead and find out!

Books And Magazines For Men At Front

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Messrs. Martin Baker, Wm. McIntosh, Henderson, Bickerton, Carrott, Messrs. F. L. Marshall, C. Muller, N. Shaw, A. G. Mossop, W. Howell, M. F. Read, Lellao, W. H. Emberley, J. Ambrose, H. J. Ambrose, Messrs. MacAvish & Co., H. R. M. Consulate General, Shanghai, and H. R. M. Postal Agent, Weihaiwei.

The following letters were received last week:—

Red Cross Depot,
Bombay, 5th July, 1918.
T. Harborne, Esq.,
Post Master, British Post Office,
Shanghai.

Dear Sir,—I have duly to advise receipt of 5 mail bags containing books and magazines for soldiers and on behalf of the Red Cross I tender their grateful thanks to you for send-

ing these gifts, which are most useful and will be much appreciated.

Yours faithfully,
(Signed) A. L. Davies,
Major,
Hon. Superintendent,
Red Cross Depot,
Bagdad, 13th June, 1918.

Dear Sir,—I beg to acknowledge receipt of two mail bags containing books and magazines so kindly sent by you. The literature is being sent to the various Soldiers' Clubs where it will be much appreciated by the men.

Yours faithfully,
(Signed) T. Venus,
Capt.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.:
1. March, Clear the Way. Douglas

2. Overture, Il Barbiere di Siviglia
Romini
3. Waltz, Dreaming Joyce
4. Selection, Dorothy Collier
5. Gavotte, Charming Boggett
6. Selection, The Casino Girl
Englander
A. de Kryger,
Conductor-in-Charge.

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Cleveland	Milwaukee	Montreal, Can.	Montevideo, Uruguay
Buffalo	Baltimore	Winnipeg, Can.	London, E.C., England

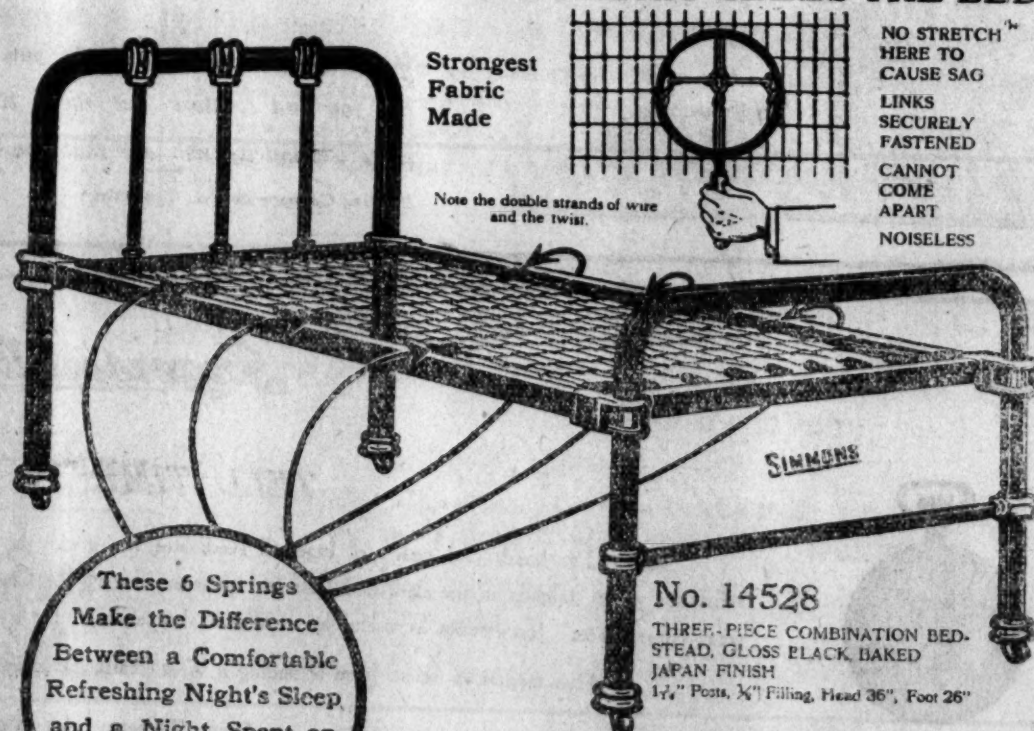
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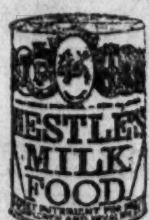
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Black \$17.00 " " \$190.00 " " (K.D.)

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Opening Announcement

The K. T. C. Garage will be open for business Saturday, August 17th, at 21 Foochow Road, opposite the new Municipal Building.

HIRE SERVICE: We will operate an up-to-date hire car service using 1918 model Chevrolet cars exclusively. **PRICES:** small cars, \$3.00 per hour, \$1.00 minimum; large cars \$4.00 per hour, \$2.00 minimum.

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'AGREEMENT' TALK IDLE, IS BALFOUR'S REPLY TO PACIFIST

Germany Has Never Seriously Sought To End War, Only To Divide Allies, He Declares In Commons

MORRELL, LIBERAL, SEEKS
REVISION OF TREATIES

Offers Resolution Demanding War Aims Be Restated, Pointing To Tremendous Losses Of British Army

London, June 30.—Philip Edward Morrell, Liberal, representing a small Pacifist group in the House of Commons, today started, as his group does on every possible occasion, a debate on the question of peace by agreement by moving the following resolution:

"That this House desires that the Government will lose no diplomatic opportunity to settle the problems of the war by agreement, and that to that end it expresses its opinion that secret treaties with Allied Governments should be revised, since, in their present form, they are inconsistent with the object for which this country entered the war, and are, therefore, a barrier to a democratic peace."

The motion was negatived without division.

In moving his resolution, Mr. Morrell said that the people were anxious about the progress of events and entitled to a restatement by the Government of its war aims and its opinion as to the prospects of achieving them. He charged that statements made in behalf of the Allies bolstered up "Kaiserism." He declared that there was a passionate desire for peace in Germany, if it could be got with security, but the Germans believed that the Allies were unwilling to listen to reasonable terms and that only by supporting the Emperor and the Military Party could they secure the peace they desired.

Points To Casualties

Mr. Morrell said that in June the British casualties averaged seventy killed every day, and that for the five months, from January to the beginning of June, the British losses in killed alone were 70,000, while the wounded and missing numbered 300,000.

Philip Snowden, Socialist, in supporting the resolution, asked Mr. Balfour, Secretary for Foreign Affairs, to define what he meant by "peace offensive." He agreed with Mr. Morrell that nothing like a stable peace could be obtained until secret treaties were denounced.

Mr. Balfour began his reply by explaining that by peace offensive he meant any effort, by speech or otherwise, under the guise of seeking an honorable termination of the present war, to divide the Allies and discourage individual members of the alliance.

Replying to Mr. Snowden's contention that nothing had been heard about Germany's desire to dominate the world in the early stages of the war, Mr. Balfour said that the British as a nation had been slow to believe that other nations could be animated by motives so widely separated from those which moved their own people. But it was a fact that Germany was pursuing her aim of universal domination with persistent and elaborate care and foresight and with a ruthless, cold-blooded determination which left Napoleonic tradition far behind.

Germany Never Serious

"Is this a case where a sober historian would ever see the basis of a possible peace?" asked Mr. Balfour. "Is there any evidence whatever that a suggestion like the Austrian Emperor's letter or any similar suggestion was made with a view of obtaining the sort of peace, which even Mr. Snowden would regard as a reasonable peace, carrying with it some prospect of security for the future liberties of the world? We never rejected proposals which we thought had the slightest probability of producing such a peace, and there is no evidence whatever that the German Government has ever been serious in making such peace offers."

Contending that Belgium remained the greatest blow to German honor, the Secretary asked whether Germany had ever in any document or speech openly or plainly offered to restore Belgium to absolute political and economic independence. He knew of no such offer. There had been suggestions, but never a frank avowal.

Mr. Balfour proceeded to emphasize that in the matter of war aims there was not the slightest difference between Great Britain and the United States and he denied that secret treaties were an obstacle to peace. These treaties were made in circumstances in which he believed any Government would have acted similarly, and it was quite a mistake to suppose that the treaty with Italy would stand in the way of peace.

Stand By Treaties

"Certainly," he continued, "the Government are not going to shut their ears to anything that could be called reasonable suggestions, if such suggestions could be made. Any pro-

King Of Italy Promotes General



GENERAL BADOGLIO

General Badoglio, Chief of Staff to King Victor Emmanuel, has been promoted to the rank of army commander as an expression of King Victor Emmanuel's satisfaction with the present operations. General Badoglio will remain in his present position.

posal to the Allies will be considered on its merits. These treaties were entered into by this country with others as members of the alliance. By these treaties we stand. Our national honor is bound up in them." The Secretary did not doubt that if it should be to the common interest of the alliance to modify the treaties the Italians themselves would suggest the modifications.

Referring to Russia, Mr. Balfour said: "We have the task before us of doing all we can to restore Russia to full national self-consciousness. Everybody sympathizes with the difficulties in which that vast popula-

tion finds itself. The sufferings of the Russian people have been little alleviated by the nominal peace, which has been forced upon them by Germany. I do not despair of our being even now able to do something material to restore economic and political unity and national effort in that great country."

Would Divide Allies

This was the very last time, said the Secretary, that the Allies were likely to make proposals to the central powers, or so far as he was able to judge, that the central powers were likely to make proposals to the Allies, except for the one purpose of a peace offensive. What the central powers apparently wanted to do was not to propose reasonable terms for the alliance as a whole but to offer some member of the alliance terms seemingly extremely favorable, if that member considered only its own interests and not the interests of the whole alliance, and thereby disintegrate the members of the alliance, some of whom would be perfectly helpless taken in isolation and were strong only so long as they were united.

He did not blame the Central Powers for having such a trap, but should blame those who fell into the trap and most of all he blamed his pacifist critics, who appeared to think it almost criminal not to fall into the trap.

Sicawei Weather Report

9.—Damp, cloudy, oppressive but rather fine weather with moderate and variable breezes to our regions. The barometers have moderately fallen in Central China. Rain and most probably thunderstorms in the South.

10.—The barometers have still moderately fallen. Misty and cloudy but rather fine weather.

Saturday, August 10, 1918.

WEATHER 4 A.M. 9 A.M.

Bar. at Cent.	mm.	754.14	754.17
Bar. at Cent.	inches	28.89	28.89
Variation for mm	24h	-2.06	-2.37
Variation for mm	12h	-0.30	-0.77
Wind—Direction		W	ENE
Wind—Kilom per hour		20	20
Wind—Miles		12.4	12.6
Temperature—Cen		24°2	25°1
Temperature—Fah		75.6	77.2
Humidity—cen		93	71
Humidity—Fah		7	8
Rainfall mm		—	—
Rainfall inches		—	—

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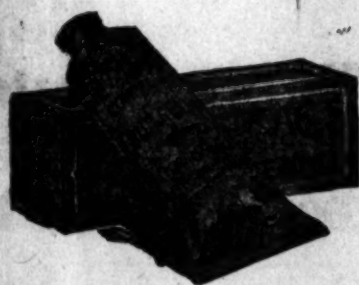
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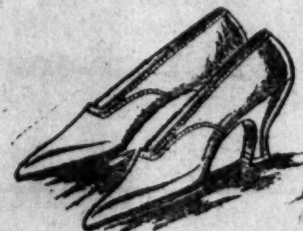
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New York's Quota 1,000 in Organisation's Plan To Treble Its Work At The Front

APPEAL TO BUSINESS MEN

H. L. Pratt Says 'There's No Job In France Too Small For The Biggest Man'

New York, July 1.—Herbert L. Pratt, Vice President of the Standard Oil of New Jersey, who recently returned from France, where he went in the interests of the Y. M. C. A., announced yesterday the plans which had been formed to raise 1,000 men over draft age and possessing unusual ability in New York City and 3,000 in the rest of the country to act as Y. M. C. A. secretaries in France.

The extension of the Y. M. C. A. work, which requires the troubling of the present staff, has been undertaken at the request of General Pershing and of General Foch. Associated with Mr. Pratt in the campaign to recruit Y. M. C. A. secretaries are Seward Prosser, J. P. Morgan, William H. Edwards, Edgar L. Marston, Albert B. Ashforth, William M. Kingsley, A. C. Bedford, and William J. Schieffelin.

To illustrate the character of the work the Y. M. C. A. made public yesterday news received in cablegrams of the number of Y. M. C. A. workers recently wounded and others decorated for bravery and exceptional service. When Dr. John R. Mott, the head of the Y. M. C. A. overseas activities, returned from France he called on Colonel Roosevelt and explained to him the character of the Y. M. C. A., with the result that Colonel Roosevelt said that he would do anything in his power to aid the Y. M. C. A. campaign for recruits.

"We need able business men for this work," said Mr. Pratt yesterday. "We base our appeals for such men on the ground that from personal observation we have learned that there is no job in France too small for the biggest man in any American community. There isn't a President of a railroad or a college or a bank who cannot be of more service today on the western front, standing with our boys, than he can by remaining at home."

Pershing Relies On Workers

"The Y. M. C. A. in France is a part of the military machine. General Pershing relies upon the workers of the association to aid in keeping up the morale of his troops so that with their military training they shall become the most efficient fighting machine in history."

"There is a pressing demand for men who are natural leaders, men who are real men, good mixers and

**Justice Brandeis May
Be Envoy To Russia**

JUSTICE BRANDEIS.

Justice Brandeis of the United States Supreme Court, who is being mentioned as the probable choice of President Wilson to act as his representative to Russia, Colonel House, who has also been mentioned for the post, has been the President's usual envoy abroad, but Justice Brandeis has been his confidential adviser at home, and it is argued that the Justice, by virtue of his international reputation as a radical would be more acceptable to the Russian revolutionists of all classes than Colonel House.

capable of exerting the proper influence. These leaders are generally assigned as hut secretaries, positions which call for the greatest versatility. They must be above fighting age, but must be able to undergo as searching a physical examination as do the men admitted to the combat trenches of the service. Ambassador Sharp, in a recent appeal for more workers, emphasized the fact that many were breaking under the terrific strain.

"That is the answer to those who regard the Y. M. C. A. as a paradise for pacifists, a refuge for slackers. We can use none of them in our service. At least one in eight or ten of our workers in France is in the shell zone. Recent despatches have told of the gassing of our workers, of their death or serious injury by burst-

ing shrapnel. The uniform of the Red Triangle is not for the man who does not want to go to war. It is the uniform that every middle aged man should aspire to wear. Although it gives him no military rank, it gives him the opportunity for patriotic service, and within three days two 'Y' workers in France have been cited for bravery."

The Y. M. C. A. issued the following statement yesterday regarding casualties and recognitions for bravery among the Y. M. C. A. in France:

Many Cited For Bravery
"Recognition in the citations of the American Expeditionary Forces was given to W. D. Howell of Detroit and the Rev. Murray Bartlett, formerly a chaplain in the Philippines, for their bravery. The citation of Howell termed his acts as 'an example of courage, energy, efficiency, and inspiration to all about him.' He aided in the removal of the wounded, having accompanied the front line regiment. The citation of the Rev. Bartlett on the Mondidier front was for similar work. Working in the same 'Y' dugout with Howell was Asa K. Leonard, who remained stubbornly at his post until he was gassed."

"Leroy Corbin of 103 King Street, New York, was decorated twice by the Italian military commander for bravery in taking supplies forward under fire. Edwin W. Ely of 78 Eighty-eighth Street, New York, was decorated, unofficially at least, with the coveted Croix de Guerre, a French Captain, at the orders of his General, taking the medal from his own breast and pinning it upon the Y. M. C. A. man in recognition of his service to the troops on the retirement toward Paris. The French General recommended Ely for bravery and the staff officers stood at salute when he was invited to dine with them as a token of their regard."

"Among the casualties to the Red Triangle force were John Brownlee Voorhees of Hartford, leg shattered by shell; William Earl Balleu of Westerville, Ohio, right arm and both legs struck by shell splinters; Charles R. Patterson of Edmonton, Alberta, shell shock; Mrs. Henderson Van Emden of Mount Vernon, N. Y., hit in the face by shell splinter; D. R. Fonville of Burlington, N. C., gassed; A. P. Watson of Knoxville, Tenn., gassed; Asa K. Leonard, gassed, and Robert Grenville Armstrong, slightly shell-shocked."

"Women workers of the Y. M. C. A. forces showed exceptional courage in continuing their work amid bursting shells and with their refuge destroyed. May O. Clark of Boston stayed at her post under shell fire until ordered out by army headquarters. She was under fire seven hours in a refuge trench of the Toul sector and expressed a desire to return after being removed. Edith Prescott of Boston refused to leave when ordered out of her post of danger in a hut under fire, and was still on the job when last reported."

**Japanese General Explains
German Defeat In The West**

Reckless Drive To Marne To Gain Favor With People Has Failed—Beginning Of End Is Seen

Tokio, August 1.—"Hitherto the causes of the German successes have been an interesting subject of study," says Lieut-General Bunjiro Horieuchi, who has brought himself prominently before the public since the outbreak of hostilities by his plain speaking regarding the progress of the war, in the course of an interview with a Chuo representative. "A change has now come over the situation and the Germans are suffering a series of reverses; so the people naturally want to know the reason that has brought about so radical a change. It will be important to inquire into the cause that has brought about the German reverses. In other words, to study carefully whether the German defeat is due to any strategic errors which may be of a temporary nature or if it is to be attributable to a deeper and more serious cause; such as, for instance, a change in the attitude of the German people toward the war."

"From a military point of view it must be admitted that the operations carried out by the Germans on the Western front are of a rather reckless character. They penetrated into the Marne before the fortress of Rheims fell. The only explanation for such reckless operations on the part of the Germans may be found in that the German High Command was compelled to have recourse to such a measure in order to prevent disturbance among the people who are thoroughly war-weary and the German militarists stand in urgent need to do something to keep up their flagging interest in the war. There is reason to believe that the present German reverses are attributable to this circumstance and that the feeling is fast growing among the people as well as the rank and file against the further continuance of the war."

"The recent resignation of the Foreign Minister, von Kuhlmann, may be taken as a straw that indicates which way the wind blows. It is an open secret that his resignation was due to his statement in the Reichstag that the war could hardly be brought to a termination by military operations alone, thereby letting the cat out of the bag that the Germans were war-weary and that they could scarcely hope to enforce a decision by means of the sword. It may be taken as an indisputable proof that there exists in Germany a strong undercurrent of feeling against the war and there can be no manner of doubt that the pent-up feeling is steadily seeking vent."

"A calm survey of the situation will disclose the fact that Germany's star is on the wane. It is a universal axiom that no successful war can be prosecuted without the wholehearted support of the people and it can hardly be expected that the Germans should be successful in the battlefield bereft of the undivided backing of the people. Undoubtedly Germany is on her downward course. The Allies, on the other hand, have suffered no impairment in their morale and are in excellent fighting spirits. The arrival of strong American reinforcements, fresh from training and eager for fray, has evidently had the effect of greatly consolidating the position of the Allies and the Germans are retreating before them with great precipitancy. If the Allies follow up their successes without giving the enemy any breathing space it may be hoped that Germany's downfall will be materially accelerated."

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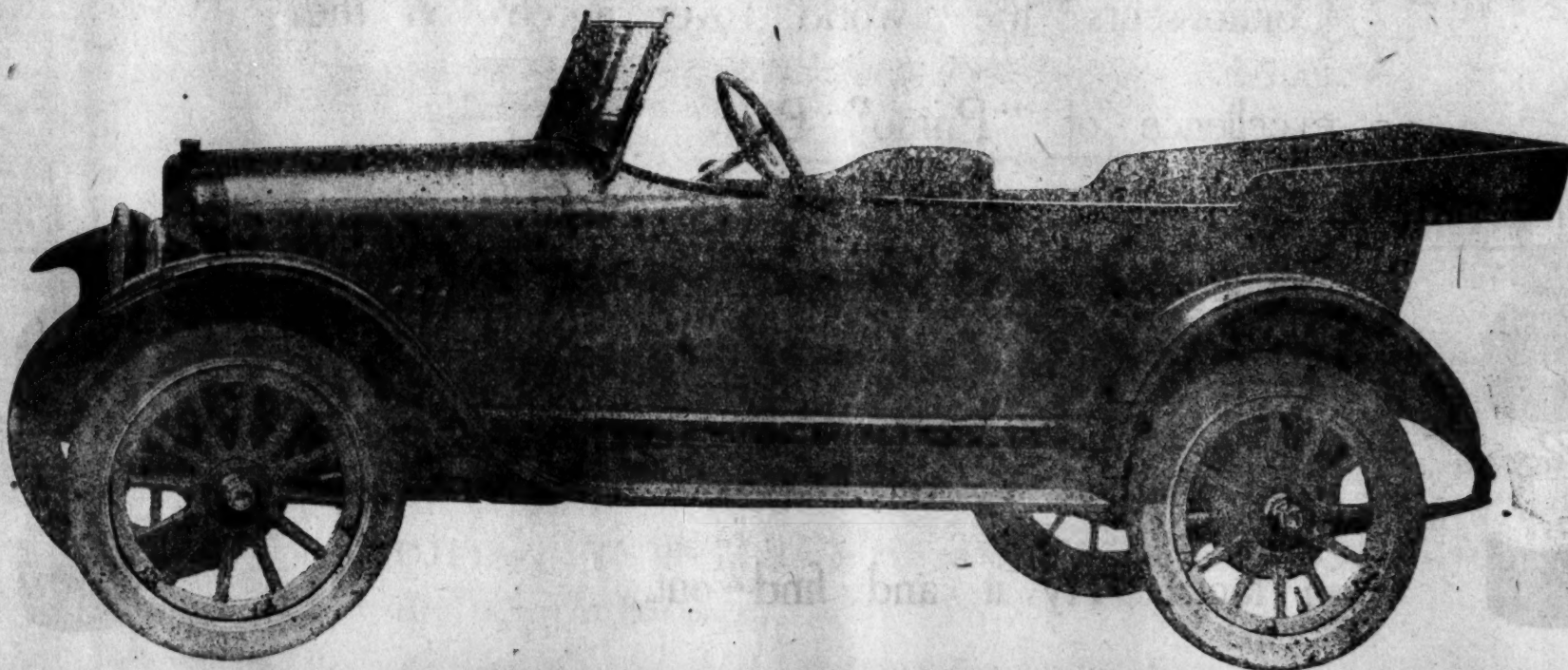
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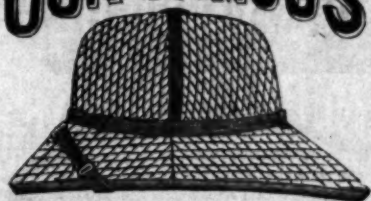


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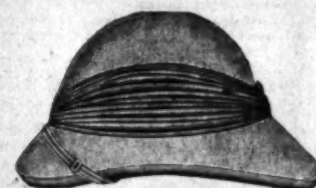


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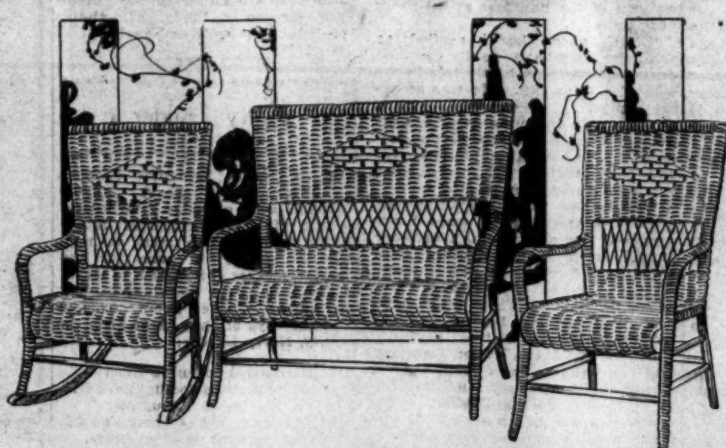
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Today's Church Services

Holy Trinity Cathedral.—11th Sunday after Trinity. 8 a.m., Holy Communion. 10.30 a.m., Mattins and Sermon. Preacher, Rev. A. E. Burne. 6 p.m., Evensong and Sermon. Preacher, The Dean.

St. Andrew's Church, Broadway.—10.30 a.m., Mattins and Sermon. Preacher, The Dean.

Union Church.—Sunday, August 11.—11 a.m., Preacher, Rev. G. H. Bondfield, D.D.; Chant, 30; Hymns 13, 447, 320, 195. 6 p.m., Preacher, Rev. J. Darroch, Litt. D.; Chant 38; Hymns 272, 655, 365.

St. John's Pro-Cathedral, Jesfield.—Evening Prayer in English at six o'clock.

Shanghai Free Christian Church.

(Corner of Range and Chapoo Roads). On Sunday next the services in the above will be conducted as follows:—Morning at 11 by Mr. H. H. Mathews. Evening at 6, by Mr. Gilbert McIntosh.

St. Joseph's Church.—Sunday, August 11.—Masses at 6, 7.30 and 9 a.m. At 5 p.m. Benediction of the Blessed Sacrament. Masses on weekdays at 6 and 7 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund.—Sunday Services 11 a.m. Subject: "Spirit." Sunday School 10 a.m. Wednesday 6 p.m. Reading Room open daily except Sunday 10.30 to 12.30 No. 21 Nanking Road, Room 71.

The Kaiser---And Napoleon
A Difference

(New York Times)

Karl Rosmer, the Kaiser's official biographer, has finished his job; or, as a somewhat clumsy translation of his valedictory published in *The World* puts it, "My command is at an end." The Kaiser has observed that books without end are crammed with anecdotes of Napoleon, his sayings and doings; every man who got within hearing distance of that extraordinary man had some characteristic act or utterance to report. It occurred to him that the second and greater Napoleon must not go unreported. He must say and do some characteristic things, and they must be Boswelled. Therefore he did something that would never have occurred to the original Napoleon; he set about doing these characteristic things and he appointed an official Boswell. This Boswell was Karl Rosmer, correspondent of the Berliner Lokal-Anzeiger.

Mr. Rosmer has accompanied or followed the Kaiser throughout the western offensive, Boswelling away at stated times for the Kaiser to do something characteristic, the signal was given for Mr. Rosmer to advance and begin Boswelling. Of course Mr. Rosmer was somewhat handicapped by the fact that the Kaiser did not do any fighting. The men who were around Napoleon had no such trouble. "What are you doing for?" If that had been meant for you, it would have found you if you had been fifty feet underground. "Ah, I am hit. It must have been a Tyrolean sharpshooter who got me at such a distance. Those fellows are wonderful shots." That was Napoleon. He really didn't need any machine-made Boswell; anybody who came in his company became a Boswell because he couldn't help it.

What, however, is a made-to-order Boswell to do in the case of such a very different Napoleon? Mr. Rosmer did the best he could. Notified that the Kaiser is to say something pathetic and historic at 1:30 p.m. on a hillside near Queant, to the west of Cambrai, Mr. Rosmer repairs thither. He finds the Kaiser in the correct attitude looking mournfully down upon the battlefield, his staff disposed properly, some at L, some at R, some at U. E., one alongside him—necessarily, for the Kaiser cannot utter the historic and pathetic saying unless he has somebody to utter it to. As soon as Mr. Rosmer has arrived the Kaiser turns to the officer who is serving, if we may so phrase it, as Mr. Hennessy to his Mr. Dooley, and says, "What have I not done to preserve the world from these horrors?" Mr. Rosmer duly notes it, retires at the proper signal, and the characteristic utterance is properly Boswelled to the world.

At another time the Kaiser decides on picking a violet, and Mr. Rosmer is sent for to record this beautiful incident. Really, it is the best of all, because original Napoleon never thought of picking a violet; neither did Hannibal or Caesar or Alexander. Even if one of them had, it would never have occurred to him to have a Rosmer on hand for purposes of Boswellisation. This was a stroke of genius, but in the main the "turns" the Kaiser performed for Mr. Rosmer seem lacking in imagination. Maybe that is why Napoleon's characteristic performances seem so different. When the disastrous attack on Mount Kemmel began, the Kaiser was on hand—not in the battle, of course, but where he could see it. He began this arduous labor at 9 a.m., so Mr. Rosmer told us, and kept it up heroically until "late in the afternoon." During this

majestic scene he was surrounded entirely by Generals and was "marking the results on the maps" as the fighting went on. This was the best the Kaiser and Mr. Rosmer could do with the battle of Kemmel.

This matter of the maps is suggestive. In the movies a General or a King is always identified by his earnest, constant, and excited examination of maps, just as a thug is identified by his cap and a priest by his clerical garb. When the movie devotee sees a man in a uniform pawing a map he knows he is looking upon either a great General or a mighty monarch. For further identification, a number of supers in uniform are always represented as standing around in awe-struck attitudes, just as the Kaiser at the battle of Kemmel had himself surrounded by Generals for Mr. Rosmer to see and note. We cannot resist the suspicion that Mr. Rosmer was not the only official recorder of these impressive scenes; that, in fact, there was a movie operator along who is not mentioned, and that Berlin will get the results pictorially as well as Boswellically.

And now "my command is at an end." Mr. Rosmer can go back to commonplace war reporting again. Before dismissing him, the Kaiser gave him one more Napoleonic scene—Hindenburg "awaiting his highest war lord on the front steps of a little red house;" the Kaiser arriving, the production of the inevitable maps; they stand before maps; "the Kaiser, Hindenburg, and Ludendorff stand before other maps;" "once again new maps lie before the Kaiser." Any movie devotee would recognize this scene in an instant. The Kaiser gives him a last message, as poverty-stricken in imagination as all the rest. "I stand on the platform," finishes Rosmer. "The Kaiser is still talking out of the window as the train pulls out."

We would not hurt the Kaiser's feelings, but we are bound to tell him that he is not the least bit like Napoleon.

Travelette

Kidwelly

Kidwelly is a quaint old town in Wales. It is a dreamy little community set in snugly between broad marshes and Carmarthen Bay, and divided by a curving river with an unpronounceable Welsh name. Old Kidwelly lives largely in the past. It has been the scene of battles and sieges. It has a castle whose turrets and round towers still stand bravely, their age kindly hidden by the vines that enfold them.

It pretends to remember well the occasion of the Welsh princess who stormed the town at the head of her army. It tells the story proudly, a little sadly at the end, for the warrior princess was executed by her enemies.

It is a dusty, unromantic climb to the battlements, but the view from the castle top is worth the trip. The quaint, tumble-down houses at the foot of the walls are a mere skeleton of the old town as it was in its prime. Beyond them are marshy fields rolling away to the next village. Far below is the river once thronged with ships of trade that long ago deserted it for richer ports. Its old-fashioned residences, primly oblivious to new improvements and styles of architecture, testify loudly to its age.

Slacking A Lost Art In Ammunition Train

'Suicide Club,' Minus Protection Of Trenches Or Dugouts, Moves Ahead In Open Roads, Fearless Of Shrapnel And Shells

By Raymond G. Carroll, With American Troops

"Here we are," remarked the lieutenant, halting the motor car in the road, a one-way highway, and throwing his left hand out warningly for the grim column of quads loaded with ammunition directly at our rear to halt. "Fine view one gets from here. We will wait until the last enemy balloon has dipped below the horizon and then make a dash for it."

It was on the Picardy front, and the night was as still as church during communion; a majestic calm before the evening battle serenade of great guns and exploding shells, the death-like twilight betwixt sunset and darkness when all Nature goes to rest. We rested at the bottom of a hill and alongside another earthy mound. On one side the ground fell away abruptly into a hazy valley, where stretched out miles of cultivated fields, little patches of woods and gentle slopes. Upon our other side there was a sharp rise into a thick wooded area. Behind us ascending clouds of white dust told the story of our rapid passage from the leading lumps, where the quad had been filled with their precious cargoes.

We waited. Lines faded out of the valley. The German balloons had fallen from the sky. Daylight had drooped and departed. All lights disappeared. Stars began to peep from the gray shroud overhead. The air grew heavy with night. Then the voice of a corporal from the first truck spoke from the blackness beside the motorcar:

"All ready, Sir."

"Then ammunition forward," replied the lieutenant at my side. "Keep them well apart, but don't lose the sound of the quad ahead."

The motor car started at the head of the train. We were moving. The quads were following. Our road ahead was a pale artery in the heart of darkness—then it was that I understood why in the army they call the ammunition deliverers "them road-finding fellows."

Going to expatiate a little upon the part that the soldiers of the ammunition train play in the game of modern war. It is the only branch of the army which works all the time without the slightest cover above. The artillery and the infantry have their hardships, but they possess dugouts and trenches. The "ammunition gang" are always out in the open. They trust to luck and keep moving. Yet despite the dangers of their duties and the high percentage of their casualties I have never been among a more happy lot of men. They keep "Bankers' Hours."

Analysing their emotions, I should say that the basis of their courage lies in their sense of service—its most vital importance, this getting of food into the stomach of Mars. "If we don't make it the fellows up front can't fight," said one of them to me. There is bound to be a big sense of exhilaration in the knowledge that the "whole works" suspends from one's particular service to his country. I might add that there is a period of relaxation in the soldier's life when the ammunition men are in the portal of war—the mad run back from the zone of shell fire. Further, the ammunition lads they serve is a "night-only" institution, keep bankers' hours, sleep bankers' hours, sleep as late as they wish, only the bank they serve is a "night-only" institution, for there are no daylight deliveries on the edge of the great battle raging in France.

The ammunition first comes to the railroads or termini of the railroads under operation. From there it is transported to the inner chain of dumps which are located well away from enemy artillery fire. Here is where the quads and escort wagons assemble each afternoon about 5 o'clock and load up. There are different dumps for each kind of munitions. A receipt is taken for all ammunition delivered to the "shell-runners," and the latter are responsible for its safe-keeping until they have got it to the artillery and infantry and in turn get receipts from the officers of the fighting organizations in charge of the outer chain of dumps, those well up against the battle line.

Trains Resemble Long Snakes

Excitement runs high within the body of a neophyte when the quads and escort wagons have been supplied with their full complement of ordnance at army headquarters. Through a rolling countryside, I saw them rest, like long, dark, yellow snakes—our rolling equipment in painted colors resembles the olive drab uniforms worn by our soldiers—waiting for the word from the commanding officer to get on forward to the "barrier" which, as I have previously outlined, is far enough back so as to be out of sight of the enemy balloons.

The spectacle of the start is a thrilling one. Some of the trains would pass along one road. Other trains would pass down another. All in the sunlight, the bright sides of the trucks and wagons fairly sparkling. French peasants, taking advantage of the long day would stop their plowing and field work long enough to wave "bon chance" at the passing caravans. These humble folk well know that but for the systematic going forward of the ammunition they themselves would be refugees fleeing to the south, their crops falling into the possession of a ruthless invader.

Now let us throw the picture forward beyond the "barrier" to where we began this account under the

mantle of night. I was following the fortunes of only one of the ammunition trains. We had gone about a mile, I should say, when to the right and left of us, behind us and ahead as well the landscape broke into loud, angry roars—our guardian artillery getting into action. The sounds were deafening and they quite smothered the low, crunching, grinding noise of the quads as they picked their way along the road.

In a trice came the answering challenge of the enemy artillery. The red stabs of the guns as they were fired suggested giant fireflies and the blurred noises the magnified buzzing chorus of a hundred million crickets. In between came the mournful sounds of passing projectiles, ours and theirs, while the sharp cracks like thunderclaps in the fields round about and the high-way ahead were the bursts of arriving enemy shells.

Now and then the forward wheels of the motor car leading would pitch violently and the lieutenant would pass the word back to the creeping quads of the presence in the road itself of fresh shellholes. There are no preferred positions in an ammunition train. The chances taken are equal. The lieutenant remarked to me: "Fritz is shooting badly tonight. He has lost his pep. This is fairly quiet."

At that moment a corporal jumped upon the running board of the motor car and in the din of the exchange of artillery I heard him say: "The quad's afore underneath."

"Used the extinguisher?" asked the lieutenant.

"Wouldn't work," came the reply.

"Take some dirt from the nearest field," suggested the officer.

"The men are after it now," was his answer as he slipped off into the darkness.

"Great boys. They do their own thinking," said the lieutenant. "We might as well go back and see how they come out. May have to take off the ammunition. A hotbox is the worst thing that can happen if it gets going."

Americans Deliberate

Hurrying was not in the nature of the lieutenant. He walked slowly along in the dark, occasionally putting his hand behind him to assure the visitor that all was well; a minor concession to the occasion. If he ever gets nervous, I am sure he never shows it. By the way, he is a German-American with a bitter-ness against the Kaiser that baffles description. Our army is just full of deliberate men; and they are most exasperatingly and aggravatingly deliberate.

Before we reached the burning quad the fire had been put out. From conversation between the lieutenant and the different drivers I ascertained that the train was about to break up into smaller units, which division had been prearranged.

"The first six quads will take the second road on the right and go to the batteries up behind the hill," he explained. "The next six will go straight ahead—" but I must not give too much about the method of distribution, nor the exact routes that we take. When we had arrived at the second turn to the right our motor car dropped back so as to observe the quads pass that were scheduled to follow the straight road. The lieutenant called: "Don't you men forget to bring back those empty cases."

"Where do you want it?" called out one of the handlers at a battery position.

"Right about here" replied an artilleryman with a South Carolina drawl, indicating a black hole in the side of a steep hill. He was smoking a pipe.

"Then you dust up a couple of extra men to help," chimed in our corporal. "We have a double order for you folks tonight. Must be some sort of a party coming off."

While they were unloading the projectiles and powder cases I approached the mouth of an artillery dugout fresh, made. Soldiers were popping up from below like so many larks-in-the-box. We passed them as we descended. They might have been plasterers or bakers judging from the condition of their clothing, whitened and dusty. Then I noticed that the walls of the dugout were a sort of chalky clay, soft and dry. Lit up by candles the whole effect in the white passages was most weird.

Ammunition Train A Suicide Club

"Took us a week, night and day shifts to dig it," said the artillery sergeant who was showing me around. "That's doing, considering the shortage of tools with the army up here. Yet no sooner do we get a place all fixed up like this than orders come to change battery positions which means go somewhere else and dig another dugout. I always lose something when we change. Last time I left behind my underwear."

"Why not join the ammunition train?" I suggested.

"Not much," was the reply. "That's the outfit we call the 'Suicide Club.'"

Makes no difference where I am: under the ground or on the ground. Poolish to try to beat it." That was his strange philosophy.

Back on the quads again we were soon moving to another artillery position. Here we took on a lot of empty cases. By this time I had become accustomed to the outdoor, night life of war. The return trip to the ammunition dumps was devoid of special interest. One just naturally left everything to fate, occasionally speculating upon the immensity of the earth's surface and the contracted dimmutive of the human body.

Vigil Kept For Gas

On the second trip forward, starting soon after midnight, fear had evaporated like a snowflake on the window. It seemed to be altogether settled that bursting shells were in the natural run of existence. Because of the darkness we could not see the bursts like in the daytime. They were hearable of course. But seeing does more to the nerves than just hearing. We rode over the highways without a sense of danger. Instead of being in the motor car I had been perched by the Major with a quad crew upon the top of a load of seventy-five's. Our course led us through several other towns that had the faint, hazy look of a recent tornado visitation. Shadows of sentries flitted across the road; sentries of the troops billeted there. Their chief duty they told me, was to sniff for gas and to give alarm quickly. They kept fairly close to the building line for there is some protection from shell fragments in a wall.

Slipping off into the gloom for the "home port" about 4 o'clock, work all done, I thought of the thousands of milk wagons which start out upon their morning routes at that hour in the great American cities. Still there was a real welcome waiting for me—hot chocolate in the Salvation Army tent where Mrs. Eva Alice Springer and the Misses Elsie Marri-field and Helen G. Purrlance preside. These good women have adjusted their hours to the requirements of the soldiers and remain up all night serving the different groups as they get in. Often they cook doughnuts, pies and cookies. Tonight it is pancakes, and such pancakes. Creamy and delicious.

'Cooking Bunch'

Here I finished out the adventure in the society of "Debonair Dan," "Jumpy Joe" and "Delicate Daisy"—the crew of the quad I rode according to their pet soldier names.

"Got to turn in," apologized Debonair Dan. "We have gas mask this afternoon."

"Much work about the billets?" I asked.

"Some, but not considerable," replied Jumpy Joe. "We keep the trucks clean and ship-shape, look out for our clothes and police up the company areas—ain't much time for anything else. Get two nights of duty from the trucks every month."

A few hours later I watched their adored major inspecting some newly arrived recruits, seventy-six men for replacements from an infantry regiment. Despite his rank I observed he stooped and picked up a looking glass that one of the heavily equipped men had dropped. He handed it to the soldier. His eyes were beaming genuine joy as he turned to me and said:

"One never knows one's luck. These lads are all from my home State—Oregon. Look at them. Aren't they the corking bunch?"

Harry Lauder

In her "Silver Trumpet" (George H. Doran, New York) Amelia Josephine Burr gives us a vivid portrait of a broken-hearted father moving men to mirth that he may gain the money to care for the wounded soldiers of Scotland, to whom he has devoted his life since his son was killed at the Front. This is what she says of that great artist in comedy, Harry Lauder:

By AMELIA JOSEPHINE BURR

He stood behind the footlights and he set the crowd a-laughing.

With the same old crooning chuckles that we loved in other years. And only those who knew could guess the grief behind the daffin—

But for those who knew, the laughter had a secret salt of tears. Then at last he came out in his grass-green coat and bonnet.

With his gaudy tartans colored like a garden in the sun. The same quaint little figure—but a different face was on it.

When he sang us of the laddies that fought and won.

A face lined hard with furrows where the plow of pain had driven.

Blue eyes that his grown shadowy set through many a sleepless night.

The face of one who more than life ungrudgingly had given, Who called on us to do as well—and, ah, we owned his right!

We saw in him the Fiery Cross of Scotland, charred and sory. And the spirit burned within us to the player was a prophet as he spoke his people's glory—

"We're a wee land, and a puir land, but, by God, we're brave!"

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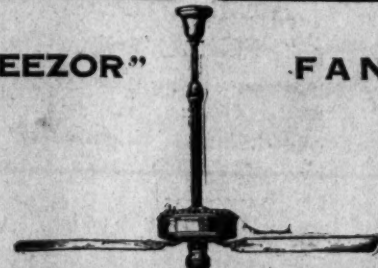
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BILPINNS 6-27

*A Good Page to Read in the
Leisure Hour*

By Garrett P. Serviss

"Just what is meant by the 'trajectory' of a rifle bullet? In my opinion, it is the distance (vertical) that the projectile rises above the plane of the rifle base, independent of gravity—that is, before the initial velocity of the ball is reduced low enough to enable gravity to have any effect upon the path of the bullet. But

What a picture that gives! Must it not have been in this manner that Caesar's unconquerable legionaries, as they gathered about the campfires in Gaul after hurling back Ariovistus and the German horde, conversed with the officers of their centuries? Many a glimpse afforded by Caesar himself

The consequence is that no time at all elapses after a bullet leaves the muzzle of the gun before gravity—which is the term used for the earth's gravitation, begins to draw it downward. If the bullet is fired horizontally, it will, in one second, gravity will cause it to fall 16.1 feet, and in the place on which it started. In one-tenth of a second gravity will cause a fall of 100th of 16.1 feet, and in 1,000th of a second the fall will be 1,000,000th of 16.1 feet, and so on.

"Now, if you elevate the muzzle of the gun so that the projectile will rise on a slope from the horizontal, nevertheless gravity will begin to draw the bullet downward the instant it gets out of the bore, although, of course, the amount of drop during a small fraction of a second will be insensible; but the drop will

The constant backward pull of gravity, accumulating its effects second after second, in proportion to the square of time, at length destroys or neutralises the whole momentum of the rising bullet. But it is possible, theoretically, to give a bullet such a vertical velocity that it would completely overcome gravity, and never be arrested. The needed velocity would be about seven miles per second.

Money has little value in this far northern port. The citizen of Murmansk sniffs at a handful of rouble notes, but he is willing to talk business if you can show him a few pounds of sugar, a can of tobacco or a bottle of whisky. A fine fox fur for which the owner refused

What Murmansk Is Like

The houses in Murmansk are little more than frame shacks, and the construction of the whole town resembles that of a Klondike mining camp. During the Winter the temperature drops as low as 30 below zero, for Murmansk is 150 miles

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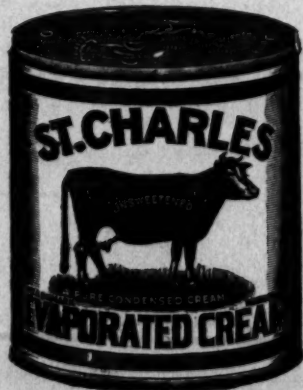
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Statesmen And Generals--- Whose Must Be The Choice?

Military Expert Defends Position Of Democratic Statesmen As War Leaders

Professor Spencer Wilkinson, Chichester Professor of Military History at Oxford, and one of the ablest living writers on military affairs, defends in the following article (from the London Sunday Times) the functions of constitutional statesmen in time of war. Readers will note his conclusion which favors more "behind-the-scenes" Professor Wilkinson has on previous occasions argued that the British army does not make the fullest use of the brain power which national mobilization has given it.

By Spencer Wilkinson

I think it is time to say a word in defense of our statesmen, not of one party or the other, but of the men to whom the representative system entrusts the Government of the country.

The veteran Janin wrote in October, 1904, on the war then just concluded between Prussia and Austria: "These astonishing successes have been brought about by a combination of the general causes which influence the fate of empires, in the first rank of which, in this case, we may place the neglect of the principles of strategy by one side and their application by the other." With that verdict in my mind, I have urged since this war began that our Government should try its best to follow the principles of strategy in its conduct of the war. Today I should like to show how difficult it has been for our Government to comply with that suggestion, and to defend our statesmen from a criticism which may seem to have been implied in what I have so often written. The subject is not quite as simple as it may seem, and I must ask for the reader's patience in regard to an aspect of the conduct of war which cannot, without unfairness, be condensed into a few lines or into a series of epigrams.

Training Of Our Statesmen

The men to whom during all our lives have been entrusted the management of the nation and of the Empire's affairs have always been the leaders of one or the other of the parties. The chief pre-occupation of each of them has been the success of his own party and the defeat of the other. The whole of our public life has been arranged on that plan, and the House of Commons, our organ for making and unmaking Governments, our general elections by which the House of Commons is constituted and our Cabinet which constitutes our executive, and for the most part our Legislature also, are based upon the idea of two parties. I believe this method, the choice of Governments and of policies by discussion, is the necessary concomitant of freedom, but freedom from time to time in all ages has had to fight for its existence against despotism, and its difficulty in such conflicts has been to find a leader and the unity which leadership gives. This is the apparent self-contradiction of democracy. It is on this that those about the German Emperor base their hopes of destroying the British Empire and overcoming the combination of the Latin and the English-speaking races. Yet the fundamental idea of their greatest thinker about war is the effect that you cannot crush a nation which faces with courage the alternative of death or victory. Where the cause for which the nation is fighting appeals to the deepest instincts of the whole people that people in the long run will find the leader for the occasion and the right way of making the best use of all its forces.

The whole of our public life is carried on in peace on the principle of free discussion. The politicians are two sets of advocates, and the constituents, approximately the whole

people, are the jury. Each set of advocates look for the weak points in the armor of the other side, and they usually find them. Accordingly we are much more impressed with the limitations of our public men than with their strong points. Neither side will admit that the leaders of the other side are statesmen; they are only politicians. The most damaging criticism is to denounce the other party as unpatriotic. Now the first thing we have to do during the war is to forget all this kind of criticism, its fault-finding element, and to remember, what we all perfectly well know, that they are all of them devoted to our country, and sincerely eager to do the best they can for it. The leaders of both sides alike send their sons out to fight and to die for England. They would be just as ready as any of us to shed their blood for their country, and are as anxious as any of us to live their lives for the country.

Their Practical Course In The War
To all our statesmen alike, the conduct of a great war is a new kind of business. They have never learned it, they are not familiar with it. If that is a reproach it cannot be leveled by the leaders of one party against those of the other, nor even by those who are outside of Parliament against those who are inside. The practical question is whether they have done the best that they could since the war began. What is the statesman to do who, not having given himself to learning the principles of war, finds himself called upon to conduct a war? Evidently he should seek the most competent advice which he can obtain. He will look round for some master of the business, someone upon whose military judgment he can safely rely and in whom he thinks that the nation also will have confidence. This is precisely what our statesmen have done. Mr. Asquith, assuredly with the support of public opinion, put his trust in Lord Kitchener, who rendered a great service by helping the nation to grasp the magnitude of its task. But when it came to plans of campaign it turned out that that was not Lord Kitchener's strong point. Mr. Asquith then reverted to the system, which had been set up by Mr. Balfour's Government in 1904, of a Chief of the General Staff as the proper strategical adviser. This was in accordance with sound principle.

Difficulties Of Strategy

The theory of war, what soldiers call strategic, is beset with extraordinary difficulties. Very few men have thoroughly thought it out so that they can settle every point by reference to a fundamental principle, and therefore very few men can look at a war as a whole and see all its parts in true perspective. Most commanders are guided by a practical instinct, and when a man's instinct hits the mark he is, after the event, thought to have been a genius. That is the case with the great commanders. This fact of judgment suffices for successful action, but when it is a question not of commanding but of convincing others in deliberation a man must be able to show the necessary connection between each part of a plan and the war as a whole. Very few men have trained themselves to do this, and consequently the discussions of a plan seldom come to more than the expression of a number of personal opinions for and against a given course without any basis in principles. Each disputant sticks to his own opinion, and a compromise is reached by mutual concession, the result being a half measure that is never of any use.

Science Of Generalship

The difference between the instinct

which enables a commander to decide rightly and the power of explaining his view so as to carry conviction to the lay mind is the difference between the art and the science of generalship. It has been well said that an art teaches a man to do and a science to know. The artist acquires his faculty by practice, the scientific knowledge is obtained only by study. An army, therefore, requires a school of generalship with two branches—one for knowledge, to cultivate the science, and another for practice in the art; and the two ought to be inseparable. The best kind of practice in generalship in peace consists in maneuvers, in which general officers have the opportunity of commanding divisions and groups of divisions, under conditions resembling those of war, to the extent that the commander of each side has to deal with an enemy whose intentions he has to divine. But to make maneuvers a true school there must be a competent judge, umpire, or critic to see that the action taken accords with sound principles, to explain the principles, and to show how action held to be faulty violates them. This explanation involves a knowledge of the science of generalship. Accordingly, without a school of the science, the art itself cannot be practised with the best results.

Its Method

The science of generalship proceeds like any other science by collecting, examining, and comparing specimens, the specimens being campaigns. You take a campaign, and get to know all that is known about it. You find out what each general did and why he did it. You deal with his campaign as the naturalist at South Kensington would deal with a beetle. He separates its parts carefully, and pins them out on a board so that you can see at a glance how its body is put together and how its several organs work. The student of generalship does that with a campaign. He applies this method to as many campaigns as he can. Then he compares them in order to find out the difference between the mode of action of the generals who won their battles and those who lost them. This leads him by degrees to put together an account of the modes of action by which battles have been won. Thus a school of military science is an organization for the discovery of the principles which in their application produce the art of generalship. Its first products are histories of campaigns and treatises on the art of generalship.

It was to give the science of generalship its due place in the direction of the Army that the Imperial General Staff was instituted in 1904. The General Staff is an organization for the study of the science of generalship, and for its application in the conduct of war. Mr. Asquith, therefore, did right wherein 1914 he re-ordered the arrangement by which an officer trained on the General Staff became the organ of communication between the Government and the commanders of the British Armies in the field.

Government's Responsibility

Mr. Lloyd George, on succeeding Mr. Asquith, seems to have found himself puzzled by the strategical advice he received. He could not take upon himself the responsibility of adopting it without being convinced in his own mind. No statesman ever will do that, nor is it right that he should, except when his adviser has won such great victories in the field as to place beyond doubt his title to be considered a great commander. Mr. Lloyd George therefore thought it right to appoint as chief of the General Staff another officer also trained in that staff, whose explanations carried to his mind the conviction that they were right. All this is precisely what a statesman should do. Let the reader put himself in Mr. Lloyd George's place. How else

would he proceed? There had been since the battle of the Marne no great progress, no unmistakable victory. There was no one who on the principle "by their fruits ye shall know them," would be held to be a great commander or a great strategist. Whatever advice the Government should take it would remain responsible to Parliament and the nation. In the case of a business so serious as this war no Government could excuse itself on the ground that it had regarded the personal feelings of a general or his friends and admirers.

The Net Result

The ultimate net result has been to put the command-in-chief in the hands of General Foch, who is regarded as an exponent of the science of generalship, and who, according to many of the best qualified observers, has better results to show for his action in the field than any other general who has been engaged on the Western front. I have stood for thirty years aloof from both political parties and criticised both alike from the point of view of the nation. May I be permitted to say that I think there is still a tendency to look at our public men in the light of their party antecedents, and that this way regarding the statesmen who are doing their best to conduct the war and whose only conceivable object is to lead the nation to victory

is hardly appropriate to the situation. Even the greatest statesmen are only men, not supermen, and have their weaknesses. The moment you mistake either a general or a statesman for a demigod you are on the wrong track; you will come to think him infallible and part with your common-sense, which is the quickest way to lose your freedom and set up a despotism. If a Prime Minister were grossly misleading his countrymen we may be sure that he would be pulled up by his colleagues of the Cabinet, and so long as men like Lord Curzon and Lord Milner are colleagues of Mr. Lloyd George I shall not be persuaded that the Government is betraying its trust.

Seek The Best Men

I have sometimes complained that the heads of the Army have been too slow to seek capacity among the new officers, and I am still of that opinion. But you cannot advocate la carrière ouverte aux talents, and yet feel shocked when the Government exercises its power and its right in the choice of generals. I was reading the other day Stendhal's account of the efforts of France in the revolutionary war. He says that in 1793 "France was looking for men in all classes of society, and found men of genius in positions which in ordinary times furnish nothing better than lawyers and

subaltern officers. If Louis XVI had continued to reign, Danton and Moreau would have been advocates; Fichteau, Massena, and Augereau non-commissioned officers; Desaix and Kleber captains; Bonaparte and Carnot lieutenant-colonels or colonels of artillery; Lannes and Murat would have been shop-keepers or kept a post

office; Stieyes would have been a suffragan bishop; and Mirabeau a minor diplomatist." But there would have been no room for men like Desaix, Lannes, and Bonaparte unless the French Government, between the end of 1791 and July, 1793, had appointed and replaced 593 generals.

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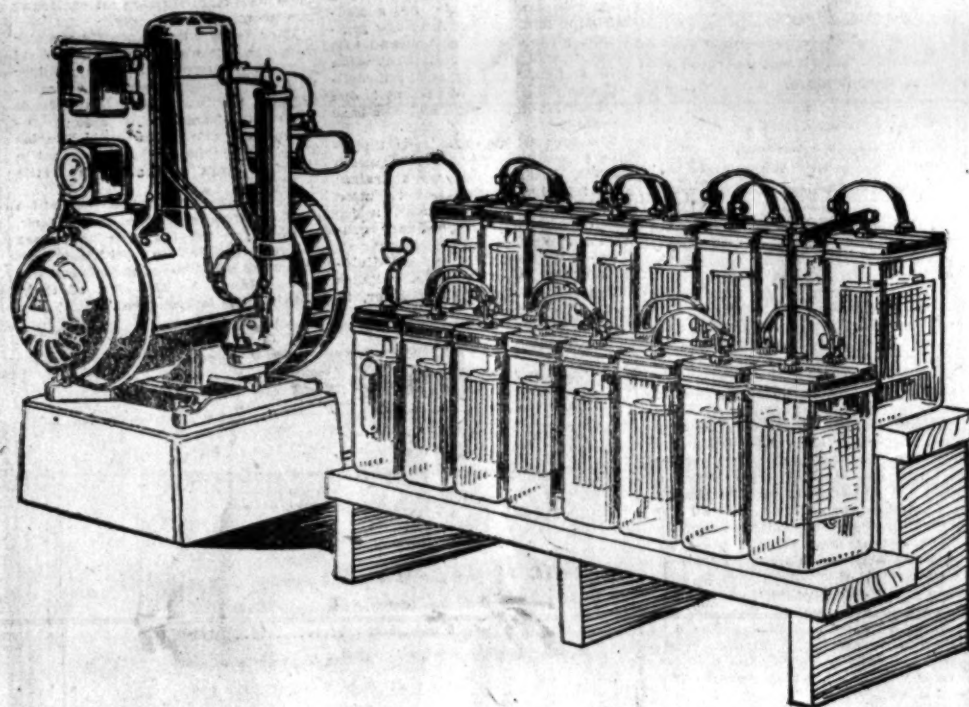
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UPHELD TRADITIONS OF FOREIGN LEGION

Famous French Regiment Retook Villers-Bretonneux Plateau For The Allies

HEROES TO THE LAST MAN

Had To Be Restrained From Sacrificing Selves To Save Captain's Body

With the French Armies—There could be no better object lesson of the value of military discipline, training, and tradition than that furnished by the visit which I made today to the Colonel of the Foreign Legion.

I was received before-hand by the General commanding the famous Moroccan division in which the legion has been incorporated. He is well worthy to lead the bravest of the brave, for his War Cross ribbon bears more palms—six or seven, at least, each indicating a separate citation in army orders—than that of any French soldier I have seen except the crack armies.

With simple brevity he declared, his pride in having command of such troops as those who once again accomplished the impossible in the desperate fighting that resulted in the recapture of the Villers-Bretonneux plateau on April 26 and 27. He also expressed warm praise of one of the American divisions that had been his neighbor earlier in the year.

Like him, the Colonel of the Legion has fully earned the right to lead the first regiment in the French Army to wear the blood red Legion of Honor shoulder cord. For twenty years he has been an officer in the Foreign Legion, and has fought all over the world, but his figure is slight and agile as a boy's, and there is no sign of gray in his hair or his pointed Henri quatre beard, and his eyes—much has been said about the eyes of the great leaders in this war, but never have I seen anything to be compared with the gaze of the professional soldier, whose blue steel flash seems to strike one with the force and directness of a physical impact.

An Answer To Wilson's Appeal

Before describing action in which his regiment took part the Colonel remarked that the legion was a living response to President Wilson's appeal to the whole world to unite in the struggle for freedom and democracy. Representatives of no less than fifty-six different races are in the ranks, with nothing in common between them save the fact that they have all come forward voluntarily in a strange land to fight for France and her ideals of civilization.

"You may wonder," the Colonel said, "how material so mixed can, despite difficulties of language, be welded into a force whose cohesion

is so perfect that each individual is marked with the same imprint, and that the word 'legionary' stands throughout the French Army for the type of first-class fighting man."

The answer is simple: Discipline, the practice of war and the tradition of the regiment. Ever since its foundation the Legion has been making war equally amid conditions of exceptional difficulty. The result has been that, no matter how great our losses, there always remained a framework of trained officers and soldiers to transmit the regimental spirit to the strangers that came to fill up the ranks. As France, England, and your own country have discovered, only the strictest discipline can prepare men to withstand without faltering the terrific shock of modern war.

The officers and non-coms of the legion had learned their lesson in the hardest of schools. In the flame of the Artois battle of May 9, 1915—our first engagement in this war, in which success and losses were equally great—the regiment, newcomers and old hands alike, was fused into a unity so solid that, although hardly a man of the original contingent remains, the legion has always made good its boast of accomplishing what no other troops would be called on to attempt.

Glorious Service At Villers-Bretonneux

"Take the case at Villers-Bretonneux. A flat plateau, devoid of all shelter or hollows, formed an ideal glacis for defense by the mitrailleuses, with which the enemy was so liberally provided. It was the Legion's duty to advance across that open space without the usual artillery preparation or barrage fire moving forward in front of it.

At one moment the battalions which formed the leading wave were swept by a hail of bullets from the front and both flanks at once; yet they pushed on 700 precious yards, and stopped only through sheer lack of men to continue. With the remainder they repelled the counter-attack which the Germans flung at them immediately in an attempt to retain the position whose value they fully realized for subsequent operations. And the legionaries did hold until reinforcements reached them and worked throughout the night to consolidate the ground their sacrifice had bought.

"Then it was our turn to make the enemy face mitrailleuse fire on the open glacis, and he paid tenfold for the toll he had taken on the previous day. Again and again the German waves advanced to the attack. Each time the only result was added slaughter, until the ground was covered with his dead.

"One detail to show you what the spirit of the Legion means: Among the fallen officers of the battalion was a Captain who had spent all his life in the Legion, and typified exactly its discipline and traditions. Stern beyond severity, but absolutely just, he never spared his men if necessity

demanded sacrifice. True to the last, he fell right in the very forefront of his company, more than a hundred yards beyond the point where our defense line was consolidated.

All through the night the survivors of his battalion spent their last energies and gave their lives to recover his body. By morning the rest of the officers had been brought back, but he and one other still lay in the deadly expanse, where nothing might pass and live. Before noon the remnant of the battalion was withdrawn. That night some of them went forward again to seek their Captain.

"Again none of them returned. And yet it required my strictest orders to prevent the last survivors from continuing the impossible attempt. They refused to be satisfied until the acceptance by the enemy of his defeat enabled us finally to recover the body of our comrade. Can you ask a better illustration of what is meant by the tradition of the Foreign Legion?"

The American Engineers And Their Work

By Effie MacGill

"We don't know much about the drill The Doughboys have to do, but we'll make the Kaiser clear the track."

And boys, we'll shoot her through—We'll highball down the Aisne and Somme.

And this is what we'll do. We'll ramble into Germany.

With the old Red, White, and Blue.—(Song of the Railroad Engineers).

It can be seen everywhere, from the lip of the front line to the shady nooks of the outermost forest of the back-area, the red and white hal-cord of the American Engineers. Other soldiers have been doing their bit in various ways, the infantryman running his whetted bayonet through stuffed sacks on the parade ground or through men in field-grey when he comes to the more serious business of war, the gunner hurling shells at enemies imaginary or real, the flyer soaring a-wing over quiet fields free from the smoke of the reeking Archies or over the enemies' lines where a thousand guns lie in wait to shatter his airplanes in mid air, but all the time from the date when American soldiers first saw France, the man with the castle on his collar has been working in his quiet way with pick or wrench, slide-rule or hammer preparing an old republic for the incoming of a new. The engineers are laboring, eternally laboring, energetic pioneers, preparing the field for the Big Show on which America has embarked.

France has now the biggest refrigerator in the world. The Engineers have fashioned it. France has new docks, base hospitals and

supply depots. These were not in existence a year ago. The Engineers have built them. France has new railways, miles on miles of glittering steel which stretch across the country. The Engineers have laid them. New locomotives with their confident, reassuring whistles have suddenly sprung into being as from the wave of a magician's wand. The magicians have been the American Engineers.

They were among the first to be organized after America entered the war, these Engineer units. They were composed of artificers and artisans, men suited for the various jobs which the far-seeing Army officials deemed of imperative and primary importance. They were hustled overseas to take up the work of war in the back areas of the battle zone. Some of them carried out their allotted duties within the radius of the enemy's guns, laying rails which how and again were blown to pieces as soon as they were placed down, working in localities where death exacted a heavy toll of victims and sleeping in billets open to attack from enemy aviators. Despite every hardship these men worked valiantly at their jobs, preparing the way for those who followed after.

All corners of France know them. One regiment which came last summer had the work of enlarging a French port, bringing it up to American war-time needs; and added to this were a hundred other secondary jobs, such as building a camp for themselves and enlarging it into a huge rest camp capable of accommodating half a dozen incoming regiments, putting down a thousand foot artesian well, laying out an aviation field and modernizing and remodeling a building which at present is one of the most important American base hospitals.

The jobs which these men undertake necessitate pile drivers, steam shovels, dredgers, and work trains; and it is known that one regiment completed, in a few months, a job which would take an ordinary contractor two years to perform.

The men are divided and sub-divided, scattered over hamlets, villages and cities, billeted in houses, or in

some cases, in camps in the open. And their jobs are many, making cuts, ballasting road-beds for track-laying, unloading ties and rails and laying them and putting in tanks or coal bunkers. They do with all their might any job which their hands find to do, and the cold weather and rain and snow have seldom delayed them. They work eight hours a day on every day of the week, and this never includes the march out from quarters and back again. The Engineers generally rise to a reveille which comes with the dawn, breakfast, and get to their work by daylight; but now and again there are emergencies when the men work in shifts and stick to their job for a full day of twenty-four hours.

These men have seen some fighting, too. In the latter part of last year they went to their work unarmed, but they discovered it was not wise when the Germans broke through at Cambrai on November 30. The railway engineers on that day were at work in the early morning laying a line three miles behind the front. They were ordered to fall back, but a number of them were unable to do so. They stood to their post, waited for the Germans, and gave them battle, using spades, shovels and crow-bars as weapons of defense. The incident was an historic one, and the engineers gave a good account of themselves.

After that incident they went armed to work, and once again some months afterwards they had to fight their way back through an encircling movement of the enemy.

They were then working under Canadian command, and for several days they fought shoulder to shoulder with their Canadian comrades, resisting and finally breaking the German onslaught. These were among the Americans referred to in Sir Douglas Haig's despatches as having shared in the first days of the biggest battle in history.

"They inflicted terrible casualties on the enemy, and then moved back, waiting for the Germans to repeat the performance," a British officer said when speaking of the affair, "and they held on by the skin of their teeth till the last moment."

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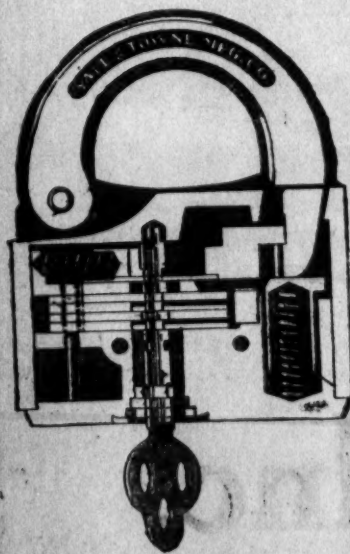
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Hongkong Market

Message Moxon and Taylor write as follows in their report for week ending August 3:

The volume of business transacted during the week under review has been on a large scale, especially so for the time of the year. Money still appears to be easy and trade dull.

Shanghai weakened slightly before its settlement on the 3rd, but at the close a flood of buying orders has come in from that port, and prices may be accordingly expected to advance.

Banks—Hongkong Banks have buyers at \$225 after a small business at the rate. Shares are scarce.

Marine Insurance—Canton at \$250, North China at \$125, and Union at \$900 have been dealt in at quotations.

Fire Insurance—China Fires are now quoted \$150 and Hongkong \$125.

Shipping—Discharges have again advanced and \$22 is offered for cash with \$27 done for September. Steamboats have come to business at \$22 1/2 and Star Ferries have had a sharp rise to \$30 for cash. Deferred Indos could be placed at \$21 1/2 and Deferred Indos, owing to the scarcity of stocks, have advanced to \$147 buyers for cash. \$147 could be placed at 102 1/2, ex all rights.

Refineries—China Sugars are weaker with sellers offering to part at \$58. Malabons have come to business at \$38.

Oils and Mining—Raubers are offering at \$2.50. Urals have been dealt in at 25/-, Tronchs are wanted at 25/-, Kustans at 47/- and Langhats at 15/-.

Docks, Wharves and Godowns—Kowloon Wharves have advanced to a buying rate of \$93 with \$95 done for October. Hongkong Docks had a very sharp rise in the beginning of the week until \$142 was reached for cash, but, principally owing to the suddenness of the rise, a slight reaction has set in, and shares are offering at \$140 for cash. Shanghai Docks after being quoted \$125 ex dividend for September are now quoted \$127 buyers, the rate being ex dividend.

Lands, Hotels and Buildings. Centrals are enquired for at \$95. Hotels at \$94, and Lands at \$93, with little or no business passing, sellers being scarce. Hongkongers are in demand at \$7.75. Kowloon Lands at \$30 and West Point at \$71.

Electric Companies—Hongkong Electric have advanced to \$64, Hongkong Trams to \$7, and China Lights at \$54, at which buyers prevail.

Miscellaneous—China Borneo are wanted at \$24. China Pines at \$23 1/2, Roper at \$23 1/2, Providents at \$7 1/2, and Cements at 7.60. Powells have been dealt in at \$8.30 and Waterboats at \$12 1/2 and \$12.

Exchange—The demand rate on London is 3/4 and the T.T. selling rate on Shanghai is 69.

Share Market

In their report for week ending August 3, Messrs. J. P. Bisset & Co. write as follows:

The tone of the market has been rather quieter than last week, but rates on the whole remain firm.

Amongst Cottons Kungyiks appreciated to \$15.60, Shanghai Cottons to \$15.50 buyers and \$15.40 to \$15.50. Shanghai Docks rose during the week to \$125 but at the close were weaker. New Engineering appreciated to \$24 buyers, a rise of \$1 1/4 on last week's highest quotation. Langkats changed hands at \$16 1/4 at which price a few shares are now offering. Rubbers are wanted at low rates, but very few shares are coming on the market at present buying quotations.

Exchange—The T.T. Rate on London today is 4/10d.

Rubber Price

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore Agents in connection with the last weekly rubber auctions held on August 7:

No. 1 Smoked Sheet \$0.44 per pound equivalent to 1s. 0 1/2 d. ex warehouse Singapore.

No. 1 Crepe \$0.45 per pound equivalent to 1s. 0 1/2 d. ex warehouse Singapore.

Market weakening tendency. Offered 865 tons, sold 523 tons.

Messrs. Meyer and Messer, Singapore, report that their Auction this week showed prices of cents 45 1/2 to 41 for Pale Crepe and cents 44 1/2 to 40 1/2 for Smoked Sheet.

Silk Market

Messrs. William Little & Co. write as follows in their report for week ending August 3:

White Silk—Some small inquiries are reported but the advance in exchange restricts business. The market is weak more especially for lower grades.

Tartan Filatures—Red Dragon 1, 2, 3, \$12 1/2 av.

Tartan New Style—Common, \$12 1/2.

Steam Filatures—A small business is reported principally in medium grades at some \$12 1/2 to \$13 decline on previous fortnight's rates.

Yellow Silk—Last English mail took some 700 bales for Bombay on basis of Mienchow \$12.300, Latwo \$12.400, Charpoor \$12.410, L.R.D. \$12.430, Mienchow R.C.T. \$12.450, but this latter now comes at \$12.150.

Sailed from Shanghai

For London, etc.
Tamba Maru July 8
Kamakura Maru July 8
Mishima Maru July 27
Kanagawa Maru Aug. 11
For San Francisco
Vondel July 4
Hindani July 14
Shinyo Maru July 15

Venustus July 10
Harold Dollar Aug. 9
For Seattle
Katori Maru July 29
Manila Maru Aug. 1
For Tacoma
Arabia Maru June 17
Africa Maru June 17
For Vancouver
Empress of Japan July 20
Montague Aug. 3
For Harbin
Raima Maru July 1
Shokwa Maru July 14
Solvaer Aug. 3

Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
July 29	Hongkong	Andre Lebon	Jap.	
July 24	Hongkong	Amazons Maru	Jap.	
July 24	Hongkong	Antiochus	Jap.	
June 11	Manila	Bussie Dollar	Jap.	
June 15	Japan	Chiyodo Maru	Jap.	O. S. K.
June 15	Japan	Chicago Maru	Jap.	O. S. K.
July 17	Japan	Chinchon	Chi. San Peh S.N.	
July 23	Ningpo	Chikugo Maru	Jap.	N.Y.K.
Aug. 7	Japan	Fukugen Maru	Jap.	N.Y.K.
Aug. 7	Japan	Fukuroku Maru	Jap.	N.Y.K.
Aug. 7	Japan	Futami Maru	Jap.	N.Y.K.
Aug. 9	Japan	Fukuji Maru	Jap.	N.Y.K.
Aug. 9	Chefoo	Hsinming	Chi. C.M.S.N. Co.	
July 18	Japan	Harold Dollar	Br.	
July 21	Hongkong	Hakusui Maru	Jap.	S.M.R.
Aug. 6	Hongkong	Harold Dollar	Br. R. Dollar Co.	
July 25	Antung	Jashin Maru	Jap.	
June 10	Swataw	Jun Maru	Jap.	
Aug. 9	Swataw	Kajifone	Br. B. & S.	
July 15	Japan	Kato Maru	Jap.	Alexander
Aug. 3	Japan	Korea Maru	Jap.	Alexander
July 20	N. S. Island	Kanjo Maru	Jap.	
July 20	N. S. Island	Kurama Maru	Jap.	
June 26	Chinwangtao	Koyo Maru	Jap.	
June 28	Japan	Kanagawa Maru	Jap.	
Aug. 9	Hongkong	Ningchow	Jap.	
Aug. 9	Twingtao	Nagata Maru	Jap. A. P. Co.	
July 30	Hongkong	Nichibei Maru	Jap.	
July 28	Hongkong	Parthia	Jap.	
Aug. 9	Japan	Sendagawa M.	Jap.	S. Shokai
Aug. 9	Japan	Sapporo Maru	Jap.	S. Shokai
Aug. 9	Japan	Sancho Maru	Jap.	
Aug. 9	Japan	Sado Maru	Jap.	N.Y.K.
Aug. 9	Japan	Tenno Maru	Jap.	Alexander
Aug. 9	Japan	Tenno Maru	Jap.	Alexander
Aug. 9	Japan	Toko Maru	Jap.	
Aug. 9	Japan	Tomoshima Maru	Jap.	
Aug. 9	Hankow	Vonkel	Jap.	
Aug. 9	Hankow	Whangshing	Br. J.M. & Co.	
Aug. 9	Hankow	Wongang	Jap. S. Shokai	
Aug. 9	Chinwangtao	Yelko Maru	Jap. S. Shokai	

Men-of-War In Port

Section	Date	From	Name	Rating	Time	Class	How	Commander
ODW	Aug. 13	Hankow	De la Grosse	Fr. g.				
RD	June 1	Cruise	Monocacy	Am. g. b.	190			McFester
WTW	Oct. 27	Yuse	Nightingale	Br. g. b.				
OD	Mar. 29	Cruise	Palos	Am. g. b.	190			H. F. Farnham
RD	Nov. 11	Cruise	Tesl	Br. g. b.				
RD	Mar. 18	Cruise	T. b.	Br. g. b.				
RD	Mar. 18	Cruise	Wendell	Br. g. b.	190			

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Arrivals

Arrived	From	Ship's Name	Flag	Agents
Aug. 10	Ningpo	Kiangteen	Chi. C.M.S.N. Co.	
Aug. 10	Hongkong	Shingkiang	Br. B. & S.	
Aug. 10	Hankow	Luenho	Br. J. M. & Co.	
Aug. 10	Hankow	Taiangshai	Chi. C.M.S.N. Co.	
Aug. 10	Hankow	Kiangshai Maru	Jap. N.Y.K.	
Aug. 10	Newchwang	Tonnan	Chi. C.M.S.N. Co.	
Aug. 10	Chefoo	Tungchow	Br. B. & S.	

Departures

Date	For	Ship's Name	Flag	Agents
Aug. 10	Moji, Kobe & Osaka	Omi Maru	Jap. N.Y.K.	
Aug. 10	Amoy, H'kong & Cton	Suiyang	Br. B. & S.	
Aug. 10	Poochow	Hacan	Chi. C.M.S.N. Co.	
Aug. 10	Hongkong	Kwangshai	Br. B. & S.	
Aug. 10	W'wei, Chefoo & T'ien	Fengtien	Br. B. & S.	
Aug. 10	1330 Dalren	Kobe Maru	Jap. S.M.R.	
Aug. 10	M.N. Wenchow, etc.	Kwangchi	Chi. C.M.S.N. Co.	
Aug. 10	M.N. Hankow, etc.	Hanyang Maru	Jap. N.Y.K.	
Aug. 10	M.N. Hankow, etc.	Poyang	Br. B. & S.	
Aug. 10	M.N. Hankow, etc.	Ningshai	Chi. N.S.N. Co.	
Aug. 10	Ningpo	Kiangteen	Chi. C.M.S.N. Co.	

FOR RIVER PORTS

Date	For	Ship's Name	Flag	Agents
Aug. 11	M.N. Hankow, etc.	Kiangfoo	Chi. C.M.S.N. Co.	
Aug. 12	M.N. Hankow, etc.	Luenho	Br. J. M. & Co.	
Aug. 12	M.N. Hankow, etc.	Kiangshai	Chi. C.M.S.N. Co.	
Aug. 12	M.N. Hankow, etc.	Taihang Maru	Jap. N.Y.K.	
Aug. 12	M.N. Hankow, etc.	Suiwo	Br. J. M. & Co.	
Aug. 13	M.N. Hankow, etc.	Taifoo Maru	Jap. N.Y.K.	
Aug. 13	M.N. Hankow, etc.	Chungking	Br. B. & S.	
Aug. 14	M.N. Hankow, etc.	Ngankin	Br. B. & S.	
Aug. 14	M.N. Hankow, etc.	Hwaha	Chi. C.M.S.N. Co.	
Aug. 14	M.N. Hankow, etc.	Nanyang Maru	Jap. N.Y.K.	
Aug. 16	M.N. Hankow, etc.	Taiung	Br. B. & S.	
Aug. 17	M.N. Hankow, etc.	Wuehang	Br. B. & S.	
Aug. 19	M.N. Hankow, etc.	Tungting	Br. B. & S.	

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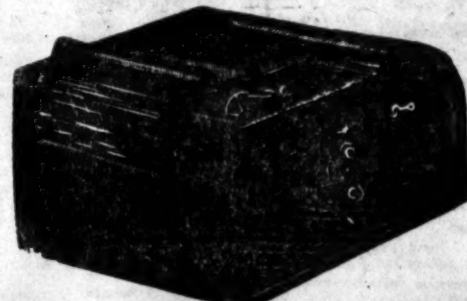
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FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion
Shanghai, August 10, 1918.
Money and Bullion
Sovereigns: buying rate.
① 4/10 = Tls. 4.14
② 4/10 = Tls. 4.14
Gold Dollars: Bank buying rate.
① 115 = Tls. 4.36
② 115 = Tls. 4.36
Mex. Dollars Market Rate: 72.4126
Thai Gold Bars: 975 touch Tls. 250
Copper Cash: per tael 1525
Native Interest: 10%

Latest London Quotations
Bar Silver: 491/4
Bank Rate of Discount: 6%
Market Rate of Discount: 6%
1 m/a: 100/105
3 m/a: 100/105
6 m/a: 100/105
Exchange on Shanghai: 80 1/2
Mr. N. Y. on London: T.T. 44 1/2
Consols: 100/105

Exchange (Closing Quotations)
London: T.T. 4/10
India: Demand 4/10 1/2
Paris: Demand 4/10 1/2
New York: Demand 4/10 1/2
Hongkong: Demand 4/10 1/2
Japan: Demand 4/10 1/2
Malaya: Demand 4/10 1/2

Bank Buying Rates
London: 4 m/a. 100/105
India: 4 m/a. 100/105
Paris: 4 m/a. 100/105
New York: 4 m/a. 100/105
Hongkong: 4 m/a. 100/105
Japan: 4 m/a. 100/105
Malaya: 4 m/a. 100/105

Bank Selling Rates
London: 4 m/a. 100/105
India: 4 m/a. 100/105
Paris: 4 m/a. 100/105
New York: 4 m/a. 100/105
Hongkong: 4 m/a. 100/105
Japan: 4 m/a. 100/105
Malaya: 4 m/a. 100/105

Stock Exchange Transactions
Shanghai, August 10, 1918.
TODAY'S QUOTATIONS
Shanghai Panghai Tls. 1.124
Far Eastern Insurance Tls. 26.00

Salt Industrial Bank Shanghai
Capital: \$5,000,000
Paid-up Capital: \$1,750,000
All descriptions of banking business transacted. Head Office: Peking. Branches: Tientsin, Hankow, Nanking, Yangchow, and Hsinyangchow.

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Paid-up Capital: \$1,000,000
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Reserve Liability of Shareholders: £1,000,000
Head Office: 55 BARRACKGATE, LONDON, E. C.
Court of Directors: Sir Montagu Cornish Turner, Chairman. Sir Dumas Carmichael. T. Cuthbertson, Esq. Sir Alfred Hunt, K.C.M.G. W. H. Neville Gochen, Esq. The Rt. Hon. Lord George Hamilton, G.C.B. W. Foot Mitchell, Esq. Lewis Alexander Wallace, Esq.
Branches: The Bank of England. The London City & Midland Bank Limited. The London County and Westminster Bank Limited. The National Provincial Bank of England, Limited. The National Bank of Scotland, Limited.

Hongkong & Shanghai Banking Corporation
Paid-up Capital: \$15,000,000
Reserve Funds: Sterling \$1,500,000 @ 2s. \$15,000,000 Silver 19,500,000
Reserve Liability of Proprietors: \$15,000,000
Head Office: HONGKONG
Court of Directors: Hon. Mr. P. H. Holyoak, Chairman. G. T. M. Edkins, Esq., Deputy Chairman. S. H. Dodwell, Esq. C. S. Gubbay, Esq. Hon. Mr. D. Landale. E. V. D. Parr, Esq. W. L. Patterson, Esq. T. A. Plummer, Esq. Hon. Mr. E. Shellin.
Chief Manager: Hongkong - N. J. Strain.
Branches and Agencies: Amoy, Iloilo, Peking, Bangkok, Johore, Penang, Malaya, Kuala-Lumpur, Saigon, Calcutta, Lyons, Shanghai, Canton, Malacca, Singapore, Fookchow, Manila, Sourabaya, Hankow, Nagasaki, Tientsin, Harbin, New York, Tsingtau, Yokohama.
London Branch: London County and Westminster Bank, Ltd.
Shanghai Branch: 11, The Bund. Sub-Agency: 9 Broadway.
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.
A. G. STEPHEN, Manager.

The Bank of China
(Specially authorized by Presidential Mandate of 19th April, 1915)
Authorized Capital: \$60,000,000.00
Paid-up Capital: \$12,375,000.00
Reserve Fund: \$1,300,000.00
Special Reserve Fund: \$1,000,000.00
Head Office: Peking
Branches and Agencies: Peking, Tientsin, Shanghai, Hankow, Soochow, Canton, Nanking, Harbin, Kharbin, Chinkiang, Amoy, Hsinchew, Fookchow, Chefoo, Wusieh, Yangchow, Tsingtau.
SHANGHAI BRANCH: 3 HANKOW ROAD.
Loans granted on approved securities. Local Bills Discounted. Interest allowed on Tael Current Account at 2 per cent. per annum, on Dollar Current Account at 1 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 4 per cent. per annum.
For 6 months at the rate of 5 per cent. per annum.
For 12 months at the rate of 6 per cent. per annum.
SUNG HAN-CHANG, Manager.
Shanghai, 1st August, 1918.

International Banking Corporation
Head Office: National City Bank Building, 66 Wall Street, New York.
Capital and surplus: U.S. \$4,500,000
Undivided Profits: U.S. \$1,175,000
H. T. S. Green, President & General Manager.
London Office: 24 Bishopsgate, E. C.
San Francisco Office: 233 Montgomery Street.
For Eastern Branches: China: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton. Japan: Yokohama, Kobe. Philippines: Manila, Cebu. India: Bombay, Calcutta. Straits Settlements: Singapore. Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches: Republic of Panama: Panama, Colon. Republic of Colombia: Medellin. Dominican Republic: Santo Domingo, San Pedro de Macoris. Santiago, Puerto Plata.
In addition to our own Branches, by reason of our close affiliation with The National City Bank of New York we are able to cover the facilities of its branches at Havana, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo, Valparaiso.
Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.
H. C. GULLAND, Manager.

The Mercantile Bank of India, Ltd.
Authorized Capital: £1,500,000
Subscribed Capital: £1,135,000
Paid-up Capital: £521,500
Reserve Fund: £50,000
Head Office: 16 Gracechurch Street, London, E. C.
London Branch: London Joint Stock Bank, Ltd.
Branches and Agencies: Bombay, Howrah, Madras, Calcutta, Rangoon, Port Louis, Delhi, Kota Bharu (Mauritius), Galle (Kalanian), Rangoon, Hongkong, Kuala Lumpur, Shanghai, Singapore.
Shanghai Branch: Every description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 per cent. per annum and on Fixed Deposits at rates which may be ascertained on application.
R. D. YOUNG, Manager.
35 The Bund, 9753

Shanghai Branch, 11 The Bund.
Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.
Interest allowed on Current Deposit Accounts, according to arrangement.
Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.
A. I. D. STEWART, Manager.

Banque Belge Pour L'Etranger
Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital: Frs. 20,000,000
Head Office: BRUSSELS.
London office: 2 Bishopsgate. Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.
President: JEAN JADOT
Gouverneur Societe Generale de Belgique.
Bankers: London: Martin's Bank, Ltd. Brussels: Societe Generale de Belgique. Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.
Interest allowed on Current Accounts Tael and fixed deposits according to arrangement.
Every description of banking and exchange business transacted.
M. DEMETTS, Manager for China.

Hongkong & Shanghai Banking Corporation
Savings Bank Office: 12 The Bund, and 9 Broadway.
Deposits of not less than \$1, or over \$100, will be received at one time.
Not more than \$1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of \$5,000.
Interest at the rate of 3 1/2 per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.
Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.
Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Yokohama Specie Bank, Limited
(Established 1830)
Head Office: YOKOHAMA, JAPAN.
Capital Subscribed: Yen 45,000,000
Capital Paid-up: Yen 43,000,000
Reserve Fund: Yen 23,100,000
London Branches: The London County and Westminster and Parr's Bank, Ltd. The National Provincial and Union Bank of England, Ltd. The London Joint Stock Bank, Ltd.
Branches and Agencies: Bombay, Los Angeles, San Francisco, Buenos Ayres, London, Seattle, Calcutta, Lyons, Shanghai, Changchun, Manjia, Shimonski, Dalny, Mukden, Singapore, Hankow, Nagasaki, Sourabaya, Harbin, Newchwang, Sydney, New York, Tientsin, Osaka, Tokyo, Kobe, Fookchow, Tsingtau.
SHANGHAI BRANCH: Interest allowed on Current Accounts and Fixed Deposits in Tael and Dollars, according to arrangement.
Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.
Every description of Banking and Exchange Business transacted.
K. KODAMA, Manager.

BANQUE DE L'INDO-CHINE
Capital: Frs. 45,000,000.00
Reserve Fund: Frs. 50,000,000.00
Succursales et Agences: Bankok, Hanoi, Saigon, Baftambang, Hongkong, Shanghai, Canton, Mengtze, Singapore, Djibouti, Noumea, Tientsin, Dondichery, Peking, Teurane, Haiphong, Pnom-Penh, Hankow.
Bankers: In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale. In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.
This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.
L. ARDAIN, Manager.

Banque Industrielle de Chine
Capital: Frs. 45,000,000 one-third of the Capital, i.e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1912.
President, Andre Berthelot. General Manager, A. J. Pernotte.
HEAD OFFICE: 74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunnanfu.
BANKERS: In France: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. In London: London County Westminster and Parr's Bank Ltd. In New York: Redmond & Co. In Italy: Banca Commerciale Italiana.
Credito Italiano
Tael, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits according to arrangement.
Every description of Banking and Exchange business transacted.
Savings accounts in Gold and Local Currency.
G. LION, Manager.
1 French Bund, Shanghai

The Shanghai Commercial and Savings Bank, Ltd.
9, Ningpo Road.
Capital: \$541,000.00
Reserve Fund: \$11,000.00
Deposits (June 30, 1918): \$2,888,000.00
Cable and Telegraphic Address: "COMSAVBANK"
Telephone: Central 4522.
Correspondents at the principal cities throughout China and domestic exchange a specialty.
Credits granted on approved securities. Bills discounted. Interest allowed on Current Accounts and Fixed Deposits both in tael and dollars according to arrangement.
Every description of Banking and Exchange business transacted. Interest allowed on Savings Accounts at 4 per cent. per annum. Pocket Saving Banks. Safe Deposit Boxes.
K. F. CHEN, General Manager.

Commercial Bank of China
Head office: SHANGHAI.
Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital: Sh. Tls. 2,500,000
Advances made on approved securities. Bills discounted. Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits: For 3 months at 3 per cent. For 6 months at 4 per cent. For 12 months at 5 per cent. On deposits in Dollars according to arrangement.
H. G. MARSHALL, Chief Manager.

The National Commercial Bank, Ltd.
(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)
Established 1907.
Paid-up Capital: \$1,000,000.00
Reserve Fund: \$240,000.00
Head Office: Shanghai.
14, Peking Road.
Telephone Nos. 2512 and 2514.
Branches: Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits both in tael and dollars according to arrangement.
Interest allowed on Savings Account at 4 per cent. per annum. Credits granted on approved securities.
Every description of Banking and Exchange business transacted.
Shen Chu Hsu, Manager. Shy Chu Hsu, Sub-Manager. O. C. Yang, Sub-Manager.

THE SHANGHAI COMMERCIAL AND SAVINGS BANK, LTD.
9, Ningpo Road.
Capital: \$541,000.00
Reserve Fund: \$11,000.00
Deposits (June 30, 1918): \$2,888,000.00
Cable and Telegraphic Address: "COMSAVBANK"
Telephone: Central 4522.
Correspondents at the principal cities throughout China and domestic exchange a specialty.
Credits granted on approved securities. Bills discounted. Interest allowed on Current Accounts and Fixed Deposits both in tael and dollars according to arrangement.
Every description of Banking and Exchange business transacted. Interest allowed on Savings Accounts at 4 per cent. per annum. Pocket Saving Banks. Safe Deposit Boxes.
K. F. CHEN, General Manager.

Yokohama Specie Bank, Limited
(Established 1830)
Head Office: YOKOHAMA, JAPAN.
Capital Subscribed: Yen 45,000,000
Capital Paid-up: Yen 43,000,000
Reserve Fund: Yen 23,100,000
London Branches: The London County and Westminster and Parr's Bank, Ltd. The National Provincial and Union Bank of England, Ltd. The London Joint Stock Bank, Ltd.
Branches and Agencies: Bombay, Los Angeles, San Francisco, Buenos Ayres, London, Seattle, Calcutta, Lyons, Shanghai, Changchun, Manjia, Shimonski, Dalny, Mukden, Singapore, Hankow, Nagasaki, Sourabaya, Harbin, Newchwang, Sydney, New York, Tientsin, Osaka, Tokyo, Kobe, Fookchow, Tsingtau.
SHANGHAI BRANCH: Interest allowed on Current Accounts and Fixed Deposits in Tael and Dollars, according to arrangement.
Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.
Every description of Banking and Exchange Business transacted.
K. KODAMA, Manager.

Commercial Bank of China
Head office: SHANGHAI.
Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital: Sh. Tls. 2,500,000
Advances made on approved securities. Bills discounted. Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits: For 3 months at 3 per cent. For 6 months at 4 per cent. For 12 months at 5 per cent. On deposits in Dollars according to arrangement.
H. G. MARSHALL, Chief Manager.

MITSUI BANK, LTD.
SHANGHAI BRANCH
3 Fookchow Road
Capital (Paid-up): Yen 20,000,000
Reserve Fund: Yen 13,950,000
Head Office: Tokyo, Japan.
President: Baron Takayama Mitsui
Branches: Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonsaki, Hiroshima, Kyoto, Nagoya, Fukuoka, (Tokio), Otaru.
Bankers: London: Messrs. Barclays Bank, Ltd. The London City and Midland Bank, Ltd. New York: The National City Bank of New York. The Guaranty Trust Co. of New York.
Every description of Banking and Foreign Exchange Business Transacted.
J. KENTON, Manager.

The National Commercial Bank, Ltd.
(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)
Established 1907.
Paid-up Capital: \$1,000,000.00
Reserve Fund: \$240,000.00
Head Office: Shanghai.
14, Peking Road.
Telephone Nos. 2512 and 2514.
Branches: Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits both in tael and dollars according to arrangement.
Interest allowed on Savings Account at 4 per cent. per annum. Credits granted on approved securities.
Every description of Banking and Exchange business transacted.
Shen Chu Hsu, Manager. Shy Chu Hsu, Sub-Manager. O. C. Yang, Sub-Manager.

Business and Official Notices

CARPETS OF EXCELLENCE

At the Lowest Possible Price.
Come and See Us.

The HWA YENG Factory—the largest and most modern of its kind—invites your inspection and patronage. We have a large stock of Tien-tain carpets and rugs from which to choose. The best patterns manufactured from guaranteed quality sheep or camel hair. Our dyes are warranted fadeless. Customers' own designs made up to order.

Pricing according to quality and size, from \$7.50 upwards or, by the square foot, at \$8.50 to \$14.00 per foot.

For the convenience of our Patrons we have recently arranged an adequate and comfortable showroom. PLEASE PAY US A VISIT. We shall be pleased to show you our carpets and the method of manufacture. You will not be importuned to buy; we leave this matter to your judgment.

Our factory will be found on the NORTH side of PEKING ROAD, a little East of Shanhe Road Corner. The No. is

187 PEKING ROAD.

BEWARE of imitation Carpets—purported to be made from camel or sheep wool—which are really manufactured from Hemp.

A Camel wool carpet will wear for 15 years.

A Hemp Carpet will wear for only 5 years.

T. Ichiki & Co.

Phone North 2631.

Dealer in

Musical Instruments and Music.

Y. 36, North Szechuen Road.

NOTICE

DR. OKS & DR. FURSTENBERG

No. 3 Kiukiang Road.

Tel. Central 1801.

DR. OKS, M.D., Specialist for diseases and operations of eyes, ears, throat and nose.

9-11 a.m. and 1-4 p.m.

DR. FURSTENBERG, M.D., Urinary and skin diseases.

11-1 p.m. and 4-6 p.m.

18772

HONMA HOSPITAL,

No. 84 Miller Road. Tel. North 2961.

Dr. T. YAMADA,

(former Assistant at the Imperial Universities at Tokyo and Fukuoka.)

Internal Medicine, Children's Diseases.

Dr. K. HONMA,

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases, Confinement, Surgery, Skin Diseases, Venereal Diseases.

Dr. James Yukiing

Men's Diseases only

Hours: 8 a.m. to 8 p.m.

Y.283 North Szechuen Road

Special rates to men in uniform.

TURKISH BATH

and Massage establishment, fat people reduce and benefit your health. We also cure rheumatism, nervousness, sciatica, gout, limbo, neuralgia and alcoholic and nicotine poison.

15 years' experience in U.S.A.

Prof. I. K. SETO, Tel. N. 2768. 25 North Szechuen Road.

Peking Union Medical College

Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisites to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities. Students who complete the work of the Premedical School satisfactorily will be admitted to the first year of the Medical School without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 30, 1919. The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical School

Peking Union Medical College, Peking, China.

American Express Co.

Head Office, New York.

10, The Bund

Tel. Central 1969

SHANGHAI

Ten Thousand offices in the United States, also offices at principal European Cities and at Manila, Hongkong, Yokohama, Buenos Ayres.

Travelers Cheques, Letters of Credit, Money Orders, Drafts and Telegraphic Transfers on all parts of the world.

Banking business of all kinds transacted. Bills of Exchange purchased. Commercial Letters of Credit issued. Interest allowed on Current Accounts and Fixed Deposits.

Special facilities for shipping and financial business with the United States.

18666

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17257

When you think of:-

Beaver Skins

DOE SKINS

Rabbit Skins

Fox Skins

Otter Skins

Raccoon Skins

Squirrel Skins

Leopard and Tiger Skins

GOAT SKINS

Think of Szechuen Province and you will also think of

WIDLER & CO.

Chungking, West China.

Born 1915—Still Existing.

Terms: Cash in advance.

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APPLE CIDER

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WHOLESALE

For Sale by All Clubs, Hotels

and Stores,

Connell Bros. Company,

Agents, Shanghai and Hongkong.

10 ROOMS to let on second floor

of 113-15 Avenue Edouard VII for

offices or living quarters. Apply

Manager, the Oriental Press.

18899

THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers

and Exporters of Hand-made

Laces, Embroideries, Etc.

Big Stock

of

FILET LACES

for

WHOLESALE

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, AUGUST 11, 1918

Date and Destination	Per	Chl.	Br.	USA	Bus.	Jap.	Res.
Today							
Hongkong and beyond	Kanagawa m.	7.30	..	..	..	\$11.30	11.00
Hongkong and Canton	do	11.00	..	..	..	..	11.00
River Ports	Train	..	..	..	..	..	..
Hongkong, S. Ports, Australia, Straits, Ceylon, India & E. Africa	Train	18.00	..	..	..	..	15.30
Peking and Tientsin (Every day except Sunday)	Train	..	17.00	..	..	..	17.00
Tientsin (Daily except Sunday)	Train	..	18.00	..	..	..	..
Tomorrow							
Hongkong	..	17.00	..	..	..	..	..
H'kong, S. Ports, Ceylon, India, and U. Kingdom via Suez	Port of	8.00	..	..	..	..	..
Hongkong and Canton	Train & Str.	11.00	..	..	..	..	11.00
River Ports	..	..	..	..	..	..	..
Hankow	..	17.00	..	..	..	..	..
Ningbo	..	18.00	..	..	..	..	..
Newchwang	..	21.00	..	..	..	..	21.00
Hongkong and Canton	..	8.00	..	..	..	..	7.30
Tuesday, August 13.							
Wohaiwei, Lintow & Tientsin	Tungchow	14.00	18.30	..	..	..	18.30
River Ports	Train & Str.	24.44	..	..	..	..	21.00
Wednesday, August 14.							
United Kingdom, direct	Nanking	15.00	..	..	..	..	14.30
Japan, Canada, U.S. & Europe	..	..	..	..	..	..	..
Amoy and Hongkong	Sunning	21.00	..	..	..	..	21.00
Amoy, Hongkong and Canton	..	..	..	..	..	..	..
Thursday, August 15.							
Wohaiwei, Lintow & Tientsin	..	9.00	..	..	..	..	..
Swatow and Hongkong	..	17.00	..	..	..	..	..
Swatow, Hongkong & Canton	Wingsang	21.00	..	..	..	..	21.00
Japan Ports	Tategami m.	18.00	..	..	..	..	7.00
Sunday, August 18.							
N'aki, Kobe, Yokohama, Canada, U.S.A. and Europe via Canada or U.S.A.	..	..	..	..	..	..	..

* Parcels only.

† Ordinary mail will close at the French Post Office at 9 a.m. Registration 5 p.m. on Saturday.

C Registration 5 p.m. on previous day. value 11 a.m. Parcel post 10.30 and money orders 12 noon.

B Letters and boxes, with declared

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 3 p.m. Registration at 5 p.m. at the Russian Post Office.

Shipping Items

The I.C. s.s. Suwo left Hankow

for Shanghai on Thursday.

The C.N. s.s. Chungking left Hankow

for Shanghai on Thursday.

The H.O. s.s. Tehching left Hankow

for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow

for Shanghai on Thursday.

The C.M. s.s. Hwanta left Hankow

for Shanghai on Friday.

The C.N. s.s. Nankin left Hankow

for Shanghai on Friday.

The C.N. s.s. Shengking left Tientsin

for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.N. s.s. Sungking left Hongkong

for Shanghai on Thursday.

The K.K.K. s.s. Nanyang Maru left

Hankow for Shanghai on Friday.

The C.N. s.s. Sunning will leave Hongkong

for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin

for Chefoo, Weihaiwei and Shanghai today.

The I.C. s.s. Kutwo will leave Hankow

for Shanghai today.

The C.M. s.s. Kiangyue left Hankow

for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow

for Shanghai yesterday.

The I.C. s.s. Tuckwo will leave Hankow

for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow

for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave

Hankow for Shanghai tomorrow.

The K.M.A. s.s. Kabafuto Maru left

Chinwangtao for Shanghai on Thursday.

Launch Services

Tuesday, August 13, 1918

The tender conveying passengers

on board the S.M.R. s.s. Sakaki Maru

will leave the Customs Jetty at 1:30

p.m.

Wednesday, August 14, 1918

The tender Alexandra conveying

passengers and mails on board the

C.M. s.s. Nanking will leave the

Customs Jetty at 5 p.m.

Passengers Arrived

Per I.C. s.s. Luenwo from Han-

chow: Mrs. Volkoff, Messrs. G. B.

Meyer and G. Naumann.

Per C.N. s.s. Tungchow from Tien-

tsin: Dr. Bell, Mrs. Stuber, Messrs.

Gair, Harobier and Whitgill, Messrs.

Lassell, Mackay, Forsyth and Crokes.

Per C.M. s.s. Kiangyue from

Ningpo: Mr. and Mrs. Gow, Messrs.

Amusements

Olympic Theatre

TONIGHT

and on

August 11th and 12th

AND

Matinee on Sunday

Paul ne Frederick

in

"ASHES

OF

EMBERS"

Six Parts

AND

Other New Films

Amusements

ST. GEORGE'S CINEMA

BUBBLING WELL

August 11th

BABY MARIE OSBORNE

The Sunshine of the Screen

IN

"DADDY'S GIRL"

Pathe Gold Rooster in Five

Parts

Also

Scenic and Comic Films

Commencing at 9.15 p.m.

ISIS THEATRE

Programme for Sunday, 11th August.

Usual Matinee This Afternoon.

"Wheels of Justice"

A most sensational portrayal of the deeds of a vampire, who ultimately falls into the clutches of the law. 4 Reels.

Also Showing

"A Love Riot"

An unusually funny Triangle

comedy in Two Parts.

Sunday Matinee.

5th and 6th Episodes of

"The Secret Kingdom"

Also several first class

Comedies.

Showing On Monday.

7th and 8th Episodes.

"The Secret Kingdom"

Bright

Lights!

Follow the Crowds

Bright

Music!

TO

The Eldorado

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug. 14	—	San Francisco	Nanking	Am.	C.M.S.N. Co.
Aug. 16	—	San Francisco	Korea Maru	Jap.	T.K.K.
Aug. 17	—	San Francisco	Endou Maru	Jap.	P.M.S.S. Co.
Aug. 19	—	Seattle, etc.	Suwa Maru	Jap.	N.Y.K.
Aug. 19	—	Tacoma and Seattle	Altai Maru	Jap.	O.S.K.
Sept. 3	—	San Francisco	Siberia Maru	Jap.	T.K.K.
Sept. 8	—	Tacoma & Seattle	Africa Maru	Jap.	O. S. K.
Sept. 9	—	San Francisco	Tenryo Maru	Jap.	T.K.K.
Sept. 14	—	San Francisco	Colombia	Am.	P.M.S.S. Co.
Sept. 14	—	Vancouver	E. of Japan	Br.	C.P.R.
Sept. 16	—	Seattle, etc.	Fushimi Maru	Jap.	N.Y.K.
Sept. 19	—	Tacoma & Seattle	Arabia Maru	Jap.	O. S. K.
Oct. 6	—	Vancouver	Monteagle	Br.	C.P.R.

FOR JAPAN PORTS

Aug. 15	—	Nagasaki, Kobe & Yama	Tategami Maru	Jap.	N.Y.K.
Aug. 17	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
Aug. 23	—	Nagasaki, Kobe & Yama	Inaba Maru	Jap.	N.Y.K.
Aug. 23	—	Nagasaki, Kobe & Yama	Yamashiro Maru	Jap.	N.Y.K.
Aug. 23	—	Nagasaki, Kobe & Yama	Simbira	Rua	R.V.F.
Aug. 24	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
Aug. 27	—	Nagasaki, Kobe, Yama	Chikugo Maru	Jap.	N.Y.K.
Aug. 31	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
Sept. 7	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Aug. 12	—	Port Said	Porthos	Fr.	M. M.
Aug. 12	—	London, etc.	Kawachi Maru	Jap.	N.Y.K.
Aug. 14	—	London, etc.	Sado Maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Aug. 11	D.L.	Swatow & Hongkong	Kailong	Br.	B. & S.
Aug. 12	4.00	Ningpo	Hsin Peking	Br.	B. & S.
Aug. 12	4.30	Ningpo	Hsin Ninghao	Br.	B. & S.
Aug. 13	—	4.30 Ningpo	Kiangtong	Chl.	C.M.S.N. Co.
Aug. 13	D.L.	Hongkong & Canton	Sungkiang	Br.	B. & S.
Aug. 14	—	Hongkong	Siberia Maru	Jap.	T.K.K.
Aug. 15	D.L.	Amoy, H'kong & C'ton	Sunning	Br.	B. & S.
Aug. 15	4.00	Swatow	Tamara	Br.	B. & S.
Aug. 16	D.L.	Swatow, H'kong, Canton	Wingwang	Br.	J.M. & Co.
Aug. 17	—	Takao, F'chow & K'lung	Kohoku Maru	Jap.	O.S.K.
Aug. 18	D.L.	Swatow and Hongkong	Yingchow	Br.	B. & S.
Aug. 19	—	Manila & H'kong	Fushimi Maru	Jap.	N.Y.K.
Aug. 21	—	Manila & Singapore	Arabia Maru	Jap.	O.S.K.
Aug. 24	—	Hongkong	Colombia	Am.	P.M.S.S. Co.
Aug. 28	—	H'kong & Singapore	Mexico Maru	Jap.	O.S.K.

FOR NORTHERN PORTS

Aug. 11	—	Chefoo & Tientsin	Hsinning	Chl.	C.M.S.N. Co.
Aug. 11	D.L.	W'wei, Chefoo, T'sin	Kingling	Br.	J.M. & Co.
Aug. 12	2.30	Tientsin & Dairen	Sakaki Maru	Jap.	S.M.R.
Aug. 13	—	Chinwangtao	Kahafuto Maru	Jap.	K.M.A.
Aug. 13	—	Newchwang	Toonan	Chl.	C.M.S.N. Co.
Aug. 13	3.00	W'wei, Chefoo & T'sin	Tungchow	Br.	B. & S.
Aug. 15	15.00	W'wei, Chefoo & Antung	Shengking	Br.	B. & S.
Aug. 17	D.L.	Antung & Newchwang	Wenchow	Br.	B. & S.
Aug. 17	17.00	W'wei, Chefoo & T'sin	Shuntien	Br.	B. & S.
Aug. 18	—	T'sin, Dairen, Tientsin	Keelung Maru	Jap.	O.S.K.
Aug. 23	4.00	Vladivostok	Simbira	Rua	R.V.F.

*A.M.

M.N.—MIDNIGHT.

D.L.—DAYLIGHT.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Co's Str. Tachung Maru, Captain H. Yamashita, will be despatched from N.K.K. Pootung Wharf on Monday, August 12, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Iachio, tons 2,868 Captain Jackson, will leave on Monday, August 12, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Str. Kiangshin, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Sulwo, tons 2,671, Captain Bellar, will leave on Tuesday, August 13, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co's Steamer Chungking, Captain J. Meathrel, will leave on Tuesday, August 13, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co's Str. Tachung Maru, Captain K. Takemura, will be despatched from N.K.K. Pootung Wharf on Tuesday, August 13, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co's Steamer Nankin, Captain Newcomb, will leave from the French Bund on Wednesday, August 14, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Co's Str. Nanyang Maru, Captain K. Takemura, will be despatched from N.K.K. Pootung Wharf on Thursday, August 14, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Co's Str. Tachung Maru, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on Thursday, August 15, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co's Steamer Tachung,

Captain C. C. William, will leave from the French Bund on Friday, August 16, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co's Steamer Tungting, Capt. Pickard, will leave on Saturday, August 17, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co's Steamer Torrible, will leave from the French Bund on Monday, August 19, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co's Steamer Kailong, Captain E. B. Jones, will leave from the French Bund on Sunday, August 11, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

NINGPO.—The China Navigation Co's Steamer Hsin Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Monday, August 12, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG AND CANTON.—The China Navigation Co's Steamer Sungkiang, Captain H. Trowbridge, will leave from the French Bund direct for the above ports on Tuesday, August 13, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

SWATOW.—The China Navigation Co's Steamer Tamsui, Captain J. S. DeWolf, will leave on Thursday, August 15, at 4 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

AMOI, HONGKONG AND CANTON.—The China Navigation Co's Steamer Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Thursday, August 15, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHEW AND KEELUNG.—The Str. Kohoku Maru, Captain S. Ohba, will be despatched from the Yangtseppoo Wharf on Saturday, August 17, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

SWATOW & HONGKONG.—The China Navigation Co's Steamer Yinchow, Captain R. J. Cain, will leave from the French Bund on Sunday, August 18, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

MANILA AND SINGAPORE.—The Steamer Arabia Maru, Captain S. Hagata, will be despatched on Wednesday, August 21, at daylight. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

HONGKONG AND SINGAPORE.—The Steamer Mexico Maru, Captain K. Komiyama, will be despatched from the Co's Yangtseppoo Wharf on Wednesday, August 28, at daylight. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

HONGKONG.—The Str. Canada Maru, Captain Y. Yamamoto, will be despatched from the Co's Yangtseppoo Wharf on Friday, September 6, at —. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Northern Ports

CHEFOO AND TIENSIN.—The Str. Hsinning, Capt. H. MacKenzie, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENSIN.—The China Navigation Co's Steamer Tungchow, Captain Bennett, will leave from the French Bund on Tuesday, August 13, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

CHINWANGTAO direct.—The K. M.A. will despatch the following str. Kabafuto Maru, on Tuesday, August 13, p.m. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1115.

NEWCHWANG.—The Str. Toonan, Captain Taylor, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & ANTUNG.—The China Navigation Co's Steamer Shengking Captain McIntosh, will leave on Thursday, August 15, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund Freight Tel. No. 77. Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co's Steamer Shuntien, Captain Northcombe, will leave from the French Bund on Saturday, August 17, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

TIENSIN AND DAIREN via TSINGTAO.—The Steamer Keelung Maru, Captain S. Imai, will be despatched from the Co's Yangtseppoo Wharf on Sunday, August 18, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Foreign Ports

TACOMA AND SEATTLE CALLING KOBE, & YOKKAICHI.—The Osaka Shosen Kaisha's Str. Altai Maru Capt. — will be despatched on August 19. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany shipment to U. S. A. For Freight, please apply to The O. S. K., No. 4 The Bund. Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on September 8. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain S. Nagata, will be despatched on September 12. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

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The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc. but have no accommodation for foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENSIN (and Peking via Tientsin).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG, and CANTON S.S.—Suiyang, Sunning, Sinkiang, Yinchow, Sungking and Kailong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australian ports will be advised upon application.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4.30 p.m. The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Under-Signed, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook & Son, Ltd., Asiatic Bank Buildings, 15 The Bund.

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"AFRICA MARU" (18,000 tons) Capt. H. Yamamoto, Sept. 7, Sept. 8
"ARABIA MARU" (18,000 tons) Capt. S. Nagata, Sept. 19, Sept. 21

For Hongkong
"CANADA MARU" (12,000 tons) Capt. Y. Yamamoto, Sept. 5, Sept. 6
"ARABIA MARU" (18,000 tons) Capt. S. Nagata, Aug. 19, Aug. 21
For Hongkong and Singapore
"MEXICO MARU" (12,000 tons) Capt. K. Komiyama, Aug. 27, Aug. 28

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"KEELUNG MARU" (1,500 tons) Capt. S. Imai, Aug. 15, Aug. 18
For Foochow, Keelung (Formosa) and Takao
"KOHOKU MARU" (2,510 tons) Capt. S. Ohba, Aug. 15, Aug. 17

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan.

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L. E. N. RYAN, Agent,

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Business and Official Notices

NOTICE

The Bank of Communications hereby notifies the public that the One, Five, Ten, Fifty and One Hundred Dollar Notes issued by the Shanghai Branch of said Bank and marked "Shanghai" are redeemable at said Branch in Mexican Dollars and that the same are accepted by all of the Foreign Exchange Banks at Shanghai and by the Shanghai Municipal Council.

Notice is further given that the One, Five, Ten, Fifty and One Hundred Dollar Notes issued by said Bank and marked "Kiangsu" are redeemable in Chinese Government Dollars.

Shanghai, August 2, 1918.
Bank of Communications, Shanghai Branch

By H. TAO,
Manager.

NOTICE is hereby given that, owing to depleted stocks, the undermentioned Stores intend closing for 15 days from 12.30 p.m. until 1.45 p.m., commencing from Monday, 12th August, 1918, until further notice, excepting Saturday when the closing time will be as usual.

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Page 17



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for Chinese conversation or literary
work by a well-qualified Chinese
lady. Apply to Box 211, THE
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18961 A.11

OFFICES TO LET

TO LET: Spacious light ground
floor offices close to Bund. Com-
pletely equipped, electric fixtures,
ceiling fans and large built-in vault,
also ample godown space in rear.
Apply to Box 215, THE CHINA
PRESS.
18966 A.11

Business and Official Notices
are continued on
Page 17

APARTMENTS WANTED

WANTED: Flat of two or three
rooms with bathroom and kitchen
attached, in Central district. Apply
to Box 228, THE CHINA
PRESS.
18971 A.14

FLAT WANTED: By married
couple, two furnished or unfurni-
shed, rooms with kitchen and servants'
quarters from Sept. 15th or Octo-
ber 1st. Hongkew or Wayside
district preferred. State full parti-
culars to Box 230, THE CHINA
PRESS.
18977 A.13

WANTED: From September 15 or
October 1st, unfurnished bedroom
and bathroom, Central district.
Apply to Box 205, THE CHINA
PRESS.
18937

WANTED: In Western district or
Central, suite of furnished rooms
with board for quiet couple in
strictly private family. References.
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PRESS.
18943 A.14

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3 cents a Word (Minimum Charge 40 cents)

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APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms front and back,
(with bathrooms and verandah), to
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Telephone North 482.

No. 8 Quinsan Gardens

To let first floor furnished room
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ors. Also one attic room. Terms
moderate. Apply Mrs. G. Pollock.

WESTERN DISTRICT, 3 minutes
from tram, to let with board,
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gentleman with private balcony.
Tennis, telephone and stabling.
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PRESS.
18979 A.11

TO LET: Well-furnished room
on 1st floor, with bathroom and bal-
cony in British home. 12a Quin-
san Gardens.
18960 A.13

TO LET: In good Central loca-
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well-furnished single and double
bedrooms. Excellent board and at-
tendance with lift and phone ser-
vice. Moderate terms. Apply to
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18970 A.12

FLAT: In Central district, 4 rooms,
bathrooms and attics to let from
1st of September or earlier. Apply
to Box 212, THE CHINA
PRESS.
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TO LET: Two comfortably
furnished rooms with bathroom and
verandah attached. Board. Suit-
able for married couple. Apply to
Box 210, THE CHINA PRESS.
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TO LET: Two nice rooms in
Russian private family, with or without
board. Apply 18 Range Road.
18946 A.15

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WANTED: For winter months, a
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at reasonable rent, or part of a
private house for housekeeping.
Must be in Western district. Apply
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PRESS.
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WANTED to sublet a six-roomed
house, furnished or unfurnished.
Western district, but centrally
located with all modern conven-
iences. Lease and electric fittings
must be taken over. Cheap rental.
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PRESS.
18939 A.12

WANTED: Until 1st November,
small house or residential flat in
Central District. Apply to Box
223, THE CHINA PRESS.
18947 A.13

TO LET, 9 Tsongchow Road, ad-
joining Burlington Hotel, 6 roomed
residence. Rent Tacks 60. Apply
premises for inspection. J. T. Ham-
mond, 38 Nanking Road.
18978

TO LET: No. 6 Wayside Road
corner residence of five good rooms
near Wayside trams. Rent Tls. 60.
Apply premises for inspection; fur-
ther particulars J. T. Hammond,
No. 38 Nanking Road.
18974

TRANSLATIONS

TRANSLATOR, who has con-
siderable experience in legal, con-
sulate, syndicate, journalistic, com-
mercial and official translation work,
undertakes translation in English
and Chinese of agreements, peti-
tions, letters, legal documents, adver-
tisements, and commercial docu-
ments, etc. Please apply to Chang
Nieh-yun, 1 Museum Road, or
P.D., 159 Haining Road, opposite
West End Lane.
18943 A.14

SITUATIONS WANTED

YOUNG MAN: European (Al-
lied, patriotic, volunteering for
war service, desires position as
Purser or as any kind of assistant
on board an Allied ship sailing from
Shanghai to America or France.
Please apply to Box 184, THE
CHINA PRESS.
18886

YOUNG MAN, American, wants
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beginner in shorthand. Energetic
and capable. Please write to Box
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18966 A.12

WANTED:—By an experienced
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ferences, please apply to Box 196
THE CHINA PRESS.
18926 A.11

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firm, a Eurasian steno-typist with
former office experience. State
salary required. Apply to Box 231,
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WANTED: Foreign assistant
Draughtsman with thorough know-
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ical drawing. Please apply, giving
copies of testimonials, age and ex-
perience, to Box 229, THE
CHINA PRESS.
18972 A.14

WANTED: Gentleman or lady to
teach English. Must be good pro-
nouncer. Write application to 81
Yi Foh Li, Paoshan Road, stating
nationality, experience and salary
expected.
18969 A.11

Exchange and Mart

SAFETY Razor Blades Sharpened.
Old blades made as good as new,
50 cents a dozen, single blades; 70
cents, double. Y.M.C.A. Barber
Shop, 120 Szechuen Road.
18960

FOR SALE: Cheap, one Oliver, one
Underwood and one Remington
typewriter, newest model, absolutely
new. Apply to Box 219, THE
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18964 A.12

FOR SALE: Cheap, new century
ceiling and desk oscillating 16" elec-
tric fan. Apply to Box 220, THE
CHINA PRESS.
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FOS SALE: Mauser pistol with
holster, new, with 90 rounds of am-
munition. Best offers. Apply to
Box 217, THE CHINA PRESS.
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FOR SALE: Second-hand, "Over-
land" car, limousine body. Second-
hand Clement Talbot all weather
body. Both in first-class condition.
Apply to Box 218, THE CHINA
PRESS.
18963 A.13

FOR SALE: Police dog puppies,
sired by a beautiful and well-known
pedigreed dog, dame high pedigree
and her parents time and again win-
ners at leading shows in Europe.
These puppies I guarantee to mature
to be the finest of the breed obtain-
able. Write to Box 221, THE
CHINA PRESS.
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car (Coupe) 4 seater, 4 cylinders,
in excellent condition. Price Tls.
2,800. New Tls. 4,500. Owner
leaving for the front. Apply to
Box 213, THE CHINA PRESS.
18963 A.11

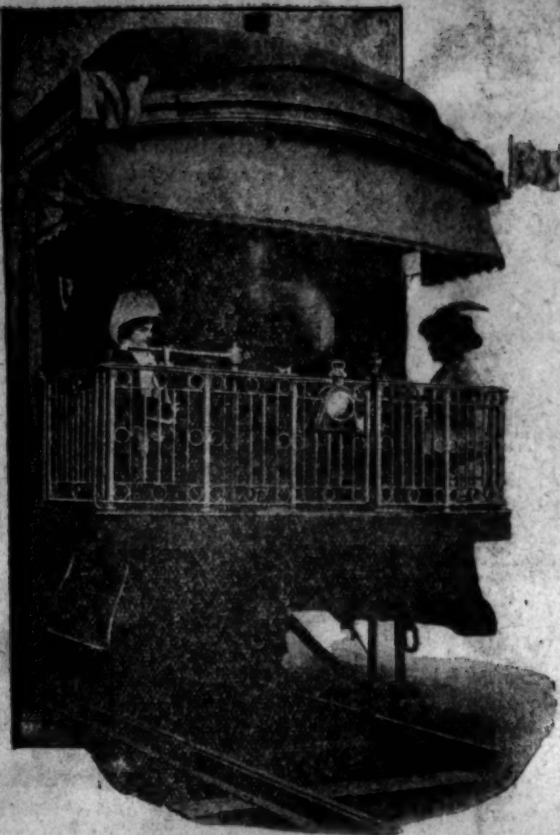
FOR SALE: "Premier" motor-
cycle, 3 1/2 h.p., 3 speeds, kick star-
ter, in perfect running order. Apply
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FOR SALE: Victoria with Rus-
sian horse, in splendid condition.
For further particulars apply to
Box 197, THE CHINA PRESS.
1897 A.25

Magazine and Automobile Section of The China Press, Sunday, August 11, 1918

Millionaires' Private Cars Forbidden

Andrew Carnegie, Mrs. Vanderbilt and Others Compelled to Travel to Their Summer Homes in Public Railway Cars Because the Government Refuses to Haul Their Private Palaces on Wheels



Luxurious Rear-End Observation Car.

THE present world conflict has brought about many changes in all directions, and one of the most striking changes is the effect it has had on the wealthy classes in this country. The rich man as well as the poor man has had to modify his way of living.

The millionaire who in the past could go where he pleased and travel in the most luxurious style imaginable now has to assume an old exclusive mode of travel, and during the period of the war he will have to accustom himself to the modest accommodations that have been considered sufficient to satisfy the average citizen.

The great millionaires like the Vanderbilts and the Astors, Carnegies and Rockefellers, who heretofore disdained to travel with the crowd, and never ventured forth unless in their magnificently equipped private cars, will now have to forego that convenient and exclusive mode of travel, and mingle with the motley throng whenever they wish to use the railroads hereafter.

By a special order of the Railroad Administration, the use of private cars is forbidden, except in a few cases of serious illness, when a patient must be moved with unusual care. The hauling of these private cars was abandoned because of the great tax on railroad facilities for so few passengers.

Mr. Carnegie owns one of the finest private cars in the world. It cost an enormous amount of money to build and equip it. A short time ago Mr. Carnegie decided to take a trip and notified his secretary to instruct the railroad officials to get his private car ready for him. But he was informed that Mr. McAdoo's new ruling made it impossible for him to travel in a private car, and that if he wanted to travel he would have to adopt the methods used by the general public, and take his chances on getting a comfortable seat and desirable stateroom—and he will be lucky if he does not have to put up with a single berth in the Pullman sleeper.

Mrs. Vanderbilt also thought of taking a spin in her private car, but when her request was put before the railroad officials they politely told her she would have to buy her ticket at the window and mingle with the crowd. Millionaires have always had the right of way when it came to railroad traffic, but now they find themselves sidetracked, and the poor rich man who wants to get anywhere will have to get out of his stationary private car and ride in the plebeian local or express.

The private car idea originated in the desire of railroad officials to carry on their business while moving from point to point along the line. By having a private car, the official could take along with him the clerical force and transact business just as if he were at his office. This was found to be a great convenience, especially in cases where a man had to cross the continent and would be away from his office for weeks at a time.

From this utilitarian beginning the private car soon began to make an appeal to men of wealth who wanted exclusiveness and the utmost pleasure in railroad travel. There are now hundreds of private cars in this country, and most of them are equipped with all the conveniences of a well-conducted home.

The cost of these private cars run from fifteen to fifty thousand dollars each, without counting the cost of the fittings, which may bring the price of the car up to a hundred thousand dollars or more.

The special train of the former Czar of Russia was said to be the most gorgeous ever made. The interior furnishings were the last word in elaborateness. Some idea of its barbaric splendor may be had when it is stated that \$500,000 was spent upon it. This private train consisted of eleven carriages. The royal carriages were in the center, and were made up of a drawing room, dining room, study, sleeping

salons, dressing rooms, bath room and compartment for secretaries and other officials.

The walls of the drawing room were covered with pale rose silk, while the royal bed chamber was hung with light blue satin, the furniture being covered with English cretonne of the same color. Each of the sleeping salons had a bed-chamber attached as well as a dressing room. The dining salon was upholstered with chamolw leather.

Another famous private train was the one owned by President Diaz, of Mexico. It consisted of seven coaches and is said to have cost \$350,000. Its library boasted of several thousand volumes.

Probably the handsomest and most costly private car ever built in this country was the Ellsmere, owned by Dr. W. Seward Webb, Vanderbilt's son-in-law. It is said to have cost \$50,000, and \$100,000 is supposed to have been spent in furnishing it.

When the Ellsmere was built it was the longest as well as the most expensive car running on American rails, being only half an inch less than seventy-nine feet from end to end. Much of the decoration was in fresco, done by the most expensive artists in their line that money could employ.

The largest section of this car, or "room" as it is called, is near the center, and is variously known as the family room, the dining room, the parlor and the grand salon. It is nine feet wide and eighteen feet long. It is furnished with a roll-top desk, two extension tables, chairs of the most costly make and every convenience and luxury that ingenuity can invent or money pay for.

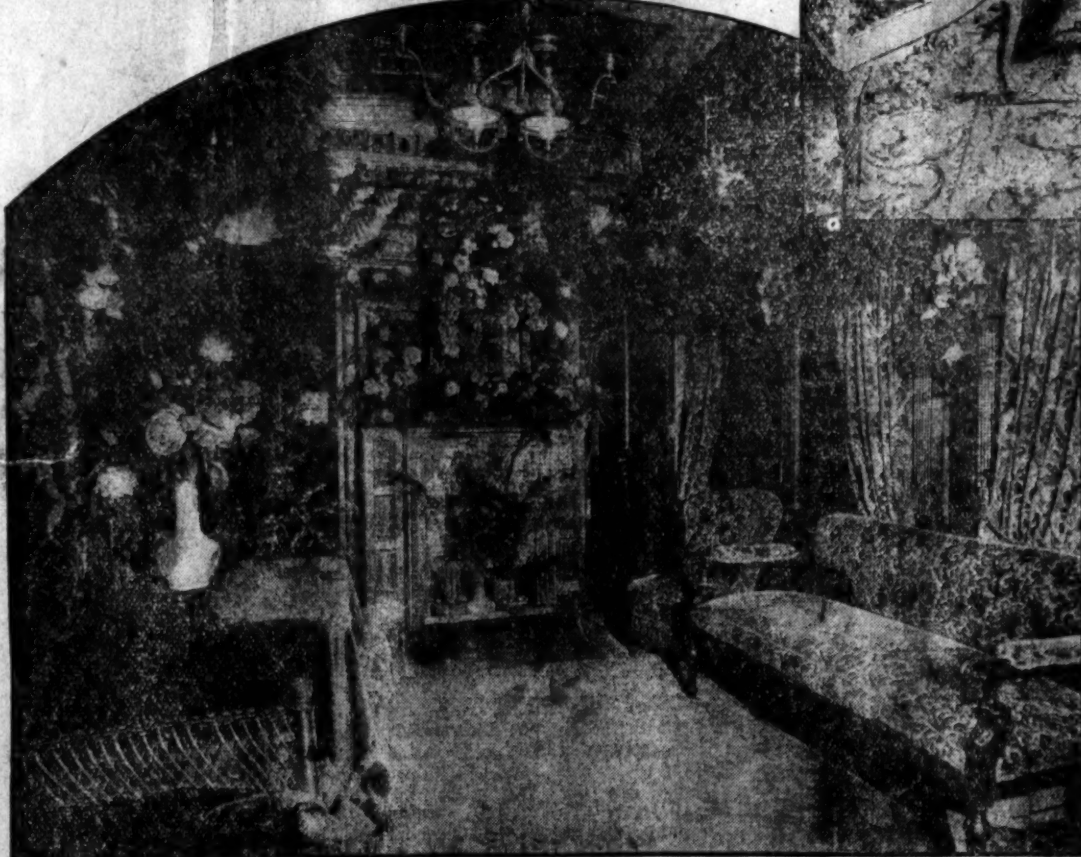
The owner's room, eleven feet six inches by seven feet two inches, adjoins the larger room on one side, while the servants' quarters, with sleeping places for four; the pantry, cold-storage room and kitchen fill what may be termed the forward end. Besides there are two staterooms and an observation compartment, the last named being at the rear end of the car and plentifully supplied with plate glass windows. Private bathrooms were attached to the sleeping apartments. The woodwork was mahogany in most parts of the car. The dining table could be extended to seat twelve people. There were invisible berths at the sides of the dining room, and when these were in use they had all the privacy

that answered the bell in the salon of this private car wore knee breeches and a long-tailed coat adorned with brass buttons.

The private car usually used by Chauncey M. Depew was owned by the New York Central Railroad, and indeed the cars of all or nearly all the big railroad officials in the United States were owned by the corporations and not by the men. The cars used by the various Vanderbilts and the officers of their roads with headquarters in New York were kept regularly, when not in use, at the Mott Haven yards, and a telephone message would bring any of them into the Grand Central Depot, fully provisioned and with servants in attendance, in less than an hour.

John Sloan, another American millionaire, is the owner of a fine private car. In one end of it is a small but perfectly equipped gymnasium, and in the plate-glass observation parlor at the rear is fitted a strange wind harp that discourses

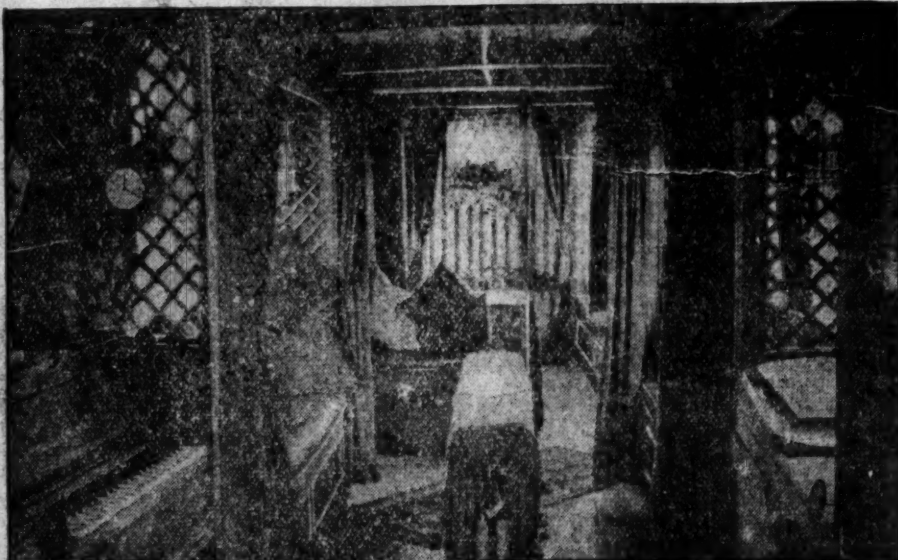
ridor, finished in white satinwood. The larger room was intended for Mr. Flagler. It has a double open bed, richly carved, and a wardrobe with convenient toilet room adjoining, fitted with onyx washstands. The smaller stateroom has two berths, a folding washstand and toilet conveniences. The central part of the car is the dining room. In it are an extension table and chairs of white mahogany, and the upholsteries are of green leather with rich embossings. At one end of the room is a buffet and china closet. Opposite the buffet is a handsome cabinet with an onyx fireplace. The upholstery throughout is in various shades of green, with carpets, draperies and ceiling decorations to harmonize. Adjoining the dining room is the pantry, fitted with chinaware, lockers and a large refrigerator. The kitchen has a steel range and all the conveniences of a kitchen in a hotel. In the extreme end is a stateroom for the servants. The outside of the car is painted orange and



A Cozy Corner of a Palace on Wheels.

with double doors, at the bottom of which is a safe. Opening off the dining room is another stateroom, finished in ivory and gold, with a bathroom attached. The trimmings in this room are silver-plated, while those of the observation and first stateroom are gold-plated. The staterooms are supplied with closets and washrooms of Mexican onyx.

In addition to the private cars owned by private individuals, there are many private cars built by the railroads for the use of anybody who is willing to pay the price. The average private car of this type rents for \$1,500 a month. The price is usually based on the number of days in use and is figured at \$50 a day for the first thirty days and \$45 a day thereafter. If a man wants to have more than one private car, as often happens when he is entertaining a party of friends, he can hire a train of private cars for \$215 a day. In addition to this, the person hiring the car must pay all the expenses for food and servant hire.



A Suite of Connecting Apartments, with Piano in One Corner.

of staterooms. The kitchen and servant quarters were finished in black walnut.

Up to the time of his marriage George Vanderbilt used to make trips across country in a private car which was upholstered in red leather. But when he married, Mrs. Vanderbilt found the sober, simple fittings little to her taste, and the car was redecorated in the most perfect Louis XV fashion. Mauve and green are the prevailing colors in the upholstery, the woodwork was heavily gilded and the ceiling of Mrs. Vanderbilt's stateroom was painted to represent "Phaeton Driving the Chariot of the Sun." Even to the china, glass and drapery eighteenth century patterns were carried out, and the footman

wild, sweet music to the delighted guests. The Pullman Car Company has a private car named the Isaac Walton, which is specially fitted up for hunting and fishing parties. This car is constructed with more regard to the requirements of "stag" parties, and contains dog kennels, racks for guns and other accommodations needed by a traveling sporting party.

Another famous American private car is the one that was built for Henry M. Flagler. At the entrance is a large observation room fitted with reed furniture and with a writing desk and bookcase. The interior finish is of white mahogany. The car is lighted by gas and the chandeliers are fitted with cut glass globes. There are two staterooms accessible from the cor-

Reception Room on a Private Car with Profusion of Flowers.

the decorations are in gold leaf.

One of the handsomest private cars that ever passed over the rails is the one built for A. A. McLeods Alexander. It is not only a palace on rails, but it is built as strongly in every part as steel, iron, bronze and wood could make it. The bottom is so made that it can hardly be broken in a collision, even if the trains were moving at the rate of fifty miles an hour. The decorations are of empire design. The

outside is made of long solid mahogany panels, backed by hardwood. The windows are Gothic and unusually large, the observation end being composed of one pane of plate glass and a glass door. The car contains 800 square feet of glass of all kinds, 100 square feet being in thirty-three mirrors. The observation room is finished in vermillion, a costly redwood brought from the Andaman Islands. A stateroom opens off the observation room, and it also is finished in vermillion. Immediately back of this is a private room finished in satinwood and richly furnished. The passageway and dining room are finished in English oak. The sideboard in the dining room was of beautiful design



The Corner of the Library.



Individuality Dresses By Lady Duff-Gordon

A Suit Especially Adapted to the
Essentially Modern Type of Girl.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at No. 37 and 39 West Fifty-seventh street, New York, and No. 1 Lake Shore Drive, Chicago.

have come into being. The up-to-the-morrow girl, smart, well-groomed, modern in speech and thought and action is she. Her clothes betoken the girl.

The suit has the smart, short coat that is the convenient garment of the Summer, a saving wrap on cool days or in cool places. It is trimmed only with broad folds of the cloth of which it is fashioned. Even the buttons are cloth covered. The skirt is of a low ankle length and scant. The top tailored effect is prevented by the introduction of the dainty lace blouse that accompanies the suit.

Of picturesque type is the dark clad figure. There is something of the Egyptian in her profile. Wherefore the gown of veils completed by the long, graceful scarf of the veil-like substance. But even the Egyptian type must furnish some foundation for a gown of veils. This has a firm foundation of silk, which reappears in the sash.

Of girlish type, yet of the kind that may be termed dignified, is the third specimen of well-dressed womanhood on this page. Her gown belongs to the same order. It is girlish, but of a dignified type.

Suppose the wearer were of the fluffy type. She would require ruffles and bouffant effects, a myriad of bows and sashes and a shower of lace knots, a deluge of tiny rose buds.

Another is tall and just a little—ever so little—ponderous. Imagine the absurdity of this type dressed as a fluffy girl does and should! She would become a jest and byword. Nothing so caricatures us as inept dressing. The tall girl, inclined a little to ponderousness, should wear dark stuffs, plainly fashioned, and affect strong, clear lines. She will look her best in dark blue, midnight blue or darkest green or brown of sombre shade or black. Her hats should be wide brimmed and low crowned.

There's a type I call the spring-ey girl. I have given her this name because she seems weightless. I see her as she moves down Fifth avenue or Michigan Boulevard, as a bird seems to fly low, but clear the ground. She seems to me not the Chicago nor the New York girl, but a maiden of old Greece dancing on the sand beside the Aegean Sea. That is not her veil that floats behind her. Greek

maidens wore no hats of stiff straw nor heavy velvet, with veils elaborately pinned to them. The floating veils I see are the draperies that moved gracefully and lightly as the breezes above the calm sea.

Need I tell you how that girl should dress? Her very step suggests soft, floating garb. She is the heiress of all the ages to the crepes and chiffons and soft silks that are as nearly weightless as clothes stuffs are now made.

And now may I venture upon the difficult ground of color? I wish my students of dress—for so I consider all readers—to follow with me the advice of a great authority on the artistic education of women in dress. Said this lecturer: "The great mistake which Anglo-Saxon women make is that they select colors for their costumes on the basis of the assumption that their skins are white. Now, there are no skins that are white."

That is absolutely true. Nor are there actually white teeth. Teeth are of three shades—blue, gray and yellow. It is not a pleasant discovery, but it is, without question, true.

This color authority continues: "White has no admixture of tints, and in the coloring pigments of the skin you find yellow and red and brown and green, and, of course, a little white, blended to produce the lighter and darker shades of flesh. The proportion of these pigments vary in different individuals, so that blondes will show many different shades in their complexions, but no more than do the brunettes. Not realizing this, many women wear unbecoming colors."

"For instance, a blonde may have a large proportion of yellow pigment in her skin, but may not realize it until she buys a pale blue gown. She turns upon her reflection in the mirror a gaze full of dissatisfaction. 'Why am I such a dreadful color?' she asks herself. She fancies she is not well, and doses herself with liver tonic. She changes to another gown that is not blue, and lo! Her complexion is as fair as ever."

A Gown Perfectly Adapted to the More
Dignified Type of Girl.

By Lady Duff-Gordon
("LUCILE")

THE millennium of dress will arrive when every woman chooses her clothes with taste, according to her type.

The highest praise that can be spoken of a woman's attire is "She dresses perfectly her type." The gowns which I show you on this page illustrate typical gowns.

The tall girl in the middle is of the extremely modern type. Not for her artistic gowns, multiple swathings of endless veils. Nor the headdress of nodding feathers, nor the jewelled band. The Oriental embroideries with their stories of the civilization of thousands of years, are not for her. But for her the tailored, or semi-tailored, suit seems to have been invented.

For her the small, close hat would seem to

This Dress of Many Veils is
Egyptian Type of the Wearer.



AUTOMOBILES



SHANGHAI, SUNDAY, AUGUST 11, 1918

Quantity Production Of Motor Cars

How many owners or prospective owners of a motor car ever stop to consider the numerous mechanical processes entering into its manufacture, the number of trades represented by the workmen who produce the car and its various parts, or the magnitude and complexity of the factors necessary to build the complete car?

It would be instructive to follow the travels of the raw materials from the four corners of the earth, to the point where they are brought together to provide one of the greatest boons to humanity which exists today—the motor car. An interesting book could be written on this alone, and a history of the gathering of the rubber in the jungles of the Amazon and the development of cotton plantations in the South Sea Islands and Mexico, would make a story as fascinating and thrilling as any romance.

The alloying of steel, aluminum and other metals entering into the manufacture of a motor car has employed the best talent of hundreds of scientists in the physical laboratories of a steel and automobile manufacturers and the improvements in the quality of steel made in the last four years, are truly remarkable.

It is, however, in the fabricating of the various raw materials into the numerous parts and the assembling of these parts into the complete car, that the greatest progress has been made and the story of these processes will no doubt prove of great interest to the reader.

An examination of the parts price list of the Buick Motor Company located at Flint, Mich., U.S.A., one of the largest manufacturers of motor cars, would show that the six-cylinder touring car, only one of the many types that this firm manufactures, is made up of thousands of distinct parts. With the exception of tires and speedometer, practically every one of these parts is made complete from the raw materials in the factories of the Buick Motor Company or affiliated companies.

Some idea of the organization and equipment required to produce the 150,000 complete cars which are scheduled for manufacture by this firm during the 1918 season, may be gained from the following figures:

The Buick plant is more than a mile

in length and the various buildings cover more than 640 acres of ground. An army of approximately 13,000 men is constantly employed and millions of dollars are invested in plants and equipment.

The plant is organized on the unit plan which means that each factory has its own General Manager, Superintendent, Assistant Superintendent and workmen organization. Each factory also has its own cost system.

The various factories specialize in the different assemblies for the Buick car, building them complete from the raw materials and selling them to the assembly plants on regular invoices and bills of lading.

Connecting the factory buildings with the assembly plant, and with each other is a complete system of railroad tracks and loading platforms, to facilitate the transfer of raw materials and completed assemblies. Three locomotives, a fleet of box cars and three train crews of five men each, are constantly kept busy at this work.

The smaller assemblies or any materials that require particular care in handling are transferred by means of motor trucks. A regular dispatching office is maintained for each of these transfer systems, from which the train crews and truck drivers receive their instructions by telephone as soon as the load has been delivered.

Each day each factory is required to deliver to the final assembly plant, a definite number of assemblies complete, tested and ready for installation in the cars. In order to prevent the possibility of delay, each factory is required to carry an excess of stock of assemblies built up ready for delivery.

The factory units are of necessity large buildings, because of the enormous Buick production. For example the motor factory alone covers six and one-half acres of ground, all in one mammoth room. The transmission plant has five acres of floor space.

One of the foundries where iron and steel castings are made, has six acres of floor space. The building in which radiators and gasoline tanks are built, and the building partly occupied by the top department, have four acres of floor space each.

A New Ship Of The Desert Is The Packard Army Truck

British Tommy Pays Sincere Tribute To Power Of The Packard In The Desert

Along the old caravan route from Mosul to Baghdad, there's a new ship of the desert, burdened with tons of supplies for fighting men, driven by a British Tommy and escorted by turbaned cavaliers from India.

It's the motor truck, main transport reliance of the late General Maude's army on its march through "the cradle of the race" into the heart of the Ottoman empire.

The picturesque work of the trucks and their drivers on the Mesopotamian desert is vividly described in a letter forwarded to Richard P. Joy, of Detroit, director of the Packard Motor Car Co., by R. D. Douglass, 290 Broadway, New York. Mr. Douglass sent some cigarettes out "to a British soldier," and after a time his gift was acknowledged in this way by "private F. C. Schroder, 318706, Packard Coy, A. S. C. M. T., Baghdad, Mesopotamia."

"May I express my gratitude for the present of tobacco and cigarettes which reached me today (Jan. 15, 1918) per Messrs. Martins, Ltd., ex The Overseas Club, and of which I understand you are the donor. Believe me they are thoroughly appreciated by all the men in this company, myself particularly so, as we have just returned from a journey of ten days desert traveling.

"If you by any chance are connected with, or know of anyone associated with the Packard Motor Company of Detroit, I should like to pay a sincere compliment to the thoroughness with which those cars do their work. They are beautiful. It's a pleasure to drive one.

"Just a little episode of our life here. Last Sunday we were caught in a terrific rain and hail storm. In a hour the country was turned from good going into mud 6 inches deep. The road ran part of the way along a bund, a raised road just a little

wider than the lorry. No food, no fire, no drinking water, no blankets, and six inches or so of sticky mud which made going in anything higher than first gear dangerous.

"Then try to imagine us trying to boil a 'dixie' of water, with petrol waste, to brew a few grains of tea which one of our boys had found. But were we downhearted? I don't think. Please forgive the lapse into slang, but really it is hard to express this sort of experience in everyday Anglo-Saxon.

"If you are ever tempted to travel to Baghdad, take my advice and 'don't'. It's the limit. Absolutely, it's fifth is beyond description, even now when our people have had a go. What it was like when Johnny Turk was there baffles description.

"About myself: By occupation in civil life is a builder's merchant. Had nice business, four employees; all decided to join up; sold up, lost 250 pounds on the sale; joined up; came out here July 1915; have been driving a Packard all the time they've been here. Family at home, four bonny youngsters. If you would care to hear more about this abject place, will you either reply here or to Mrs. F. C. Schroder, 74 Mulrirk Road, Catford, London, Eng. I will inform you anything the censor will permit."

It Might Work Here

New York, June 23.—William C. Poertner, president of the Motor Club of New York, is of the opinion that an educational campaign to teach people to cross the streets at street crossings only would be a high-

ly beneficial act and tend to decrease the number of automobile accidents.

"Anyone who drives a car cannot help but notice how often pedestrians leave the sidewalk in the middle of the block, attempting to cross the street at an angle and in nine cases out of ten failing to look to see whether or not automobiles are approaching," says Mr. Poertner. "Frequently this means that the

driver is forced to steer, in an arc to get around the person or else pull his brakes suddenly, in a manner which endangers other automobiles which may be following closely.

"If there were an ordinance in force requiring pedestrians to cross only at regular street intersections they would learn to adhere to the rule, and the fact that chauffeurs, as a rule, slow down at a street crossing or are prepared to slow down, would

greatly lessen the number of accidents. Each season a large number of children are injured, not because of the fault of the motor, but because of children dodging behind cars in the middle of the block. Of course, it is more difficult to teach this to children than to adults, but much effective work could be done in this way by school teachers, if the rule about cars were more universal."

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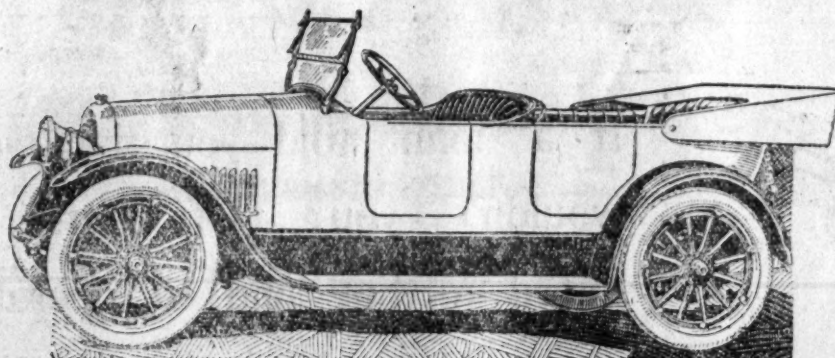
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Wouldn't It Make You Dizzy?

My friend E. Hart in the New York Tribune after recovering from a visit to the annual Automobile Show.

Did you likewise meet them at the Auto Show—the Fairy Gasoline Godmothers, I mean?

I met them anyway, and now at the end of four months I can tell just what wonderful things they have done for me. You never would believe what the Fairy Godmothers have made the old car do. Really, you wouldn't.

The Tiny Six used to do eighteen miles to the gallon of gas and now it is doing—15. No, it would spoil the story to give the figures now and so put the ending before the beginning. In the Auto Show stood twenty-three Fairy Gasoline Godmothers, I counted 'em. Each of them wanted to be my godmother, or rather my machine's godmother, and grant my dearest wish, which was to save gas and therefore money. There was nothing I wanted so much as to cut down that prime cost of 1½ cents a mile for moving that little mountain of steel that the Whopercup Company calls its Tiny Six. The Fairy Godmothers stood in their beautiful bowers and promised me to grant my wish. They beamed upon me; they would save my gas. Once I had expressed the wish I could consider the thing accomplished—done. That was all—just the wish and a green token of my affection and gratitude. It wouldn't cost me more than a week's earnings to have their gifts hung on the Tiny Six.

In the first bower stood the Wonder-working Oil Fairy Godmother. "A teaspoonful to a gallon" was her charm. "That's all there is to it—and we make you a present of 40 percent of your former gasoline bill." The wonder-working oil just from that gasolene into being the super-fuel. And besides it carries lubrication with it and lubricates that difficult spot, the capston chamber, so that the explosion can expand faster with less friction on their edges. They are self-lubricated, you see. Also it does away with old man carbon and his knock, thereby reducing—"I didn't hear the rest of the charm because the Fairy Godmother, having passed a bottle into my hand, began enchanting another beneficiary.

I took the Fairy Godmother's gift to the Tiny Six, which chuckled as it received it. I gave it one spoonful as I began on each gallon of gas. The effect was like that Cinderella's Fairy Godmother produced when she turned the pumpkin into a coach.

The Tiny Six became that cheery thing—a pleasure car. The gasolene consumption dropped 40 percent, just as Godmother had promised. We ran thirty miles to the gallon now and the car was a thing of life.

In a distant bower that was all great rings of rubber stood the Fairy Godmother of the Cord. "Your wish is instantly granted," said she, "I hand you this cord tire and you hand me something and then the charm will work. Thirty percent of your gasolene is the least you will save because the traffic wave of this tire won't get in your way and it won't always be climbing on itself.

Now this godmother was better than her word, and counting the longer coating I did I saved another 40 percent on gas, making a total saving of 80 percent. The gasolene mileage was now fifty to the gallon.

"Tablets, Tablets," was the cry of

Fairy Godmother No. 2, who said saving gasolene was her sole object in life. "Throw in a tablet and hear her kick!" was the peculiarly worded injunction that she gave with her gift. But I dropped in a tablet every hour and soon there was more power than ever before. In the course of a week I found there had been a saving, as promised, of 25 percent on gas, or a total saving so far of 75 percent. The gasolene mileage had risen to sixty-six to the gallon.

Next we met the auxiliary air intake Fairy Godmother. "Take this," she said, "and just turn it on when you are running at about eighteen miles an hour and your car will leap from that to twenty-five miles an hour, just by burning more air." So I accepted her gift and the car leaped from eighteen to twenty-six miles an hour at the turning in of the air. The gas consumption was cut 20 percent as the Fairy Godmother had promised, and I had achieved a total saving of 80 percent. The mileage had risen to eighty-two to the gallon.

Not far from that booth was the steam—both auxiliary-for-gasolene—explosions booth and a Fairy Godmother whose charm was "Steam steam, bubbles of steam!" She made incantation with a pot of hot water and sold of driving the carbon devil out of the motor in flakes like black snow flying before a winter gale. She would just blow her breath and it would happen.

After I had successively used all the gifts of the other godmothers I let the steam fairy do a little work for me and the Tiny Six. The gasolene consumption, as promised, dropped almost 15 percent and the car ran in a perpetual sweetness of temper. That was fascinating, except when some steam condensed in the cylinders after a run. I fixed that by turning off the Fairy Godmother's gift just before halting for the night, and so my gasolene mileage rose to ninety-six to the gallon.

We were now approaching that economy of gas that we desired, but there were still remaining gifts from the Fairy Godmothers to be tried. First there was the very expensive lubricating oil that—the horse millionaire, uses in all his cars. As he keeps books on every car and uses Ford's for the most part for his own use, although furnishing featherbed cars for his friends, and swears that he can use this high test oil three times over, this Fairy Godmother was harkened to. "Use this oil and you'll have practically no carbon to get out and your gasolene consumption will decrease 10 percent." So it did. The mileage rose to 105 to the gallon, and our gasolene purveyor went into bankruptcy with heavy liabilities to a short measure gas pump concern.

Now came the "peppiest" of all the Fairy Godmothers. "I give you a gasolene that will stretch and stretch your mileage," said she. "Mileage will be like a rubber band to you. Just put my magic liquid in your tank and you can pull out many more miles." So it proved. The gasolene consumption dropped 30 percent, the mileage rose to 155 to the gallon.

Now I want to meet that green gasolene man. With his stuff I ought to be able to tote the Tiny Six about on my shoulder at a cost of one-thirtieth of a cent to the mile.

P. S.—None of the above figures were certified by the A.A.A.

Power Transmission Units Should Receive Attention

Cleanliness In Gear Box Essential To Long Motor Life; Kerosene Bath For Slipping Clutch

The transmission of power from the engine to the driving wheels is one of the most important functions of the car. The engine may successfully develop the power required and be in every way adapted which is satisfactory, but unless the power transmission is properly worked out, the design will not come up to expectations.

In ordinary practice the engine delivers its power through a clutch to a gear box, containing the transmission gears. Within this gear box are a number of gear wheels which determine the reduction between the crankshaft of the engine and the rear axle. The theory of gear reduction is readily understood if the following few words of explanation are carefully followed:

A rotating power-carrying or transmitting shaft has two components which make up the power contained in the shaft, one of these is the force in foot-pounds and the other is the velocity. A small force working at high velocity will produce the same amount of power as a large force working at low velocity, if the proper proportions exist. A reduction gearing which reduces the speed of the finally driven shaft, as compared with the speed of the driving shaft, permits the energy to be multiplied at a corresponding sacrifice of velocity. A shaft turning 1,000 revolutions per minute geared down to deliver its power to a shaft turning 100 revolutions per minute has been multiplied in energy ten times.

Thus in a motor car, if the crankshaft revolves at 1/4 the rate of the axle shaft, the power delivered to the axle has been multiplied by 4, while the speed has been reduced 1/4. The reduction gears secure their relationship in speed to one another by the relative number of teeth on the gears. That is, a gear having 10 teeth meshing with a gear having 20 teeth will turn twice as fast as the latter.

Reduction Theory
The reduction between the crankshaft and the engine and the wheels which drive the car is secured in three ways; first, in the gear box containing the transmission gears, where the speed changes are taken care of; second, in the rear axle, where there is a fixed reduction between the propeller shaft and the axle shaft; and finally in the size of the road wheel. On high gear there is no reduction in the gear box, as the main shaft drives straight through to the propeller

shaft, and the lay shaft, containing the reduction gears is simply rotating idly. The fixed reduction in the axle, however, comes into play. From the axle the drive passes outward to the road wheels, which are also a factor in the reduction. This is apparent when it is remembered that if the axle shafts are revolving at a given rate of speed, small wheels would cause the power to travel at a lower rate of speed than large wheels. A wheel in contact with the ground and neglecting any slip, travels the length of its circumference in one revolution. Naturally, a large wheel, therefore, would travel a longer distance in one revolution than a small wheel. A wheel travels roughly 22-7 of its diameter in one revolution.

As will be noted, the fly wheel is either utilized as a housing for the clutch, or the clutch is mounted directly behind it. The clutches in general use are the disc type, although a few cone clutches are still employed. The principle of the clutch is simply that of transmitting the drive, by means of frictional contact, between the driven and the driving members. In the cone clutch the frictional medium is leather or some non-burning fabric, generally composed of asbestos and bronze or brass wire.

In the disc clutches, the non-burning fabric is employed to face one set of discs, while the other set is left unfaced, the frictional material bearing is secured by means of a heavy spring known as the clutch spring. This spring is assembled in the clutch housing to open out is what puts the desired pressure on the frictional member.

When clutches slip it is either because the compression on this spring is not sufficient, or because the faces of the frictional material are glazed to such an extent that they do not have the desired hold upon each other. When this occurs it is either necessary to adjust the clutch, or to restore the facing of the friction material. Generally it is found that slipping can be cured by adjusting the clutch. Adjustments on the clutch consist in tightening the nuts which act upon the clutch spring retainer, thus further compressing the spring, and thereby increasing the friction to a sufficient degree to enable the engine to deliver its power without running away from the driven members, which occurs when the clutch slips.

The Clutch Spring
It is quite evident that the con-

stant effort of the clutch spring to expand to its normal or open position creates a thrust in the clutch assembly. This thrust is taken care of by a ball thrust bearing so located that the thrusting tendency on the spring is transmitted to it, thereby enabling the clutch to spin freely in spite of the heavy compression of the spring. The clutch is actuated by the left pedal in the standard driving control system. The left pedal operates a set of linkage, which in turn moves a yoke in a collar on the clutch shaft. This yoke, known as the clutch throw-out is in communication with the clutch spring retainer, and when it is actuated, it compresses the spring further, relieving the frictional members from engagement and allowing the engine to be liberated from the remaining driving members, so that it can idle freely.

The main shaft of the transmission runs straight through from the clutch shaft and connects with the propeller shaft on the other end. Generally, the gear next to the clutch on this main shaft meshes with the gear on the secondary shaft, known as the lay shaft. Thus these two shafts are constantly rotating, either when the engine is in motion, and the clutch engaged, or if the power is in motion. With the car standing still, and the clutch thrown out, the gears are motionless. If the gears are in neutral position, and the clutch is thrown in, the first gear on the main shaft, and the lay shaft, are in operation. Changes of gear and reduction are secured by meshing different combinations of these gears. They slide upon the two shafts on what are known as splines or grooves in the shafts. The desired meshing is obtained by means of the gear shifter lever with which all car drivers are familiar.

Cleanliness in the gear box is one of the points which is often neglected in the care of cars. There is generally a drain plug placed in the bottom of the transmission case, which should be opened about monthly, allowing the old lubricant to drain out. The plug should then be replaced and two or three gallons, depending on the size of the box, of kerosene should be poured into the oil filler hole and the engine run for about two minutes at slow speed, with the clutch engaged. The engine could then be stopped, the drain plug at the bottom removed, and the kerosene allowed to drain out.

Clutch Lubrication
Some clutches require lubrication, while others are supposed to be run dry. It should be one of the first duties of any one in charge of maintenance to secure directions for the lubrication of the particular clutch used on the car in which he is interested. There is such a variation in practice on this point that it is important that specific directions be secured. What has been said on the

cleanliness of the gear box can also be stated in relation to the clutch. Unnecessary clutch action can be traced to an oil coated and dirty clutch facing in nine cases out of ten. Kerosene is very efficient for cleaning the clutch faces, if they are of the metallic or the ordinary disc type. With a leather faced cone clutch, an oily deposit will cause slipping, which can be cured by dusting the face of the clutch with Fuller's Earth. If the leather clutch is dry and harsh, or has any grabbing tendency, this can generally be relieved by coating the leather with castor or neat-foot oil, both of which have a softening effect.

The reduction and differential gearing in the rear axle should have the same treatment as the transmission gears. The drive through the rear axle is accomplished by means of a pinion, mounted on a short shaft, which, in turn, is coupled to the propeller shaft by means of a universal joint. The short shaft or pinion shaft carries the driving pinion, which meshes with a large double gear, known generally as the ring gear. This gear is mounted on the housing, which contains the differential gears, and drives the differential mechanism, which is in connection with the rear axle shafts, allowing one to turn at a faster rate than another, when going around the corner.

There is a drain plug in the bottom of the differential gear case, which should be taken out occasionally, while the gears and the old oil are flushed with kerosene. If a very careful job is to be done on cleaning out the differential gear the entire rear axle can be blocked up firmly and the engine allowed to run slowly with low gear in mesh, while kerosene is poured into the oil filler hole and the

drain plug left closed for a short time to thoroughly flush the gears. After this is done the drain plug should be opened and all the kerosene and old oil allowed to run out. It should be remembered that kerosene has no lubricating value, and consequently, the engine should not be allowed to run very long in this way.



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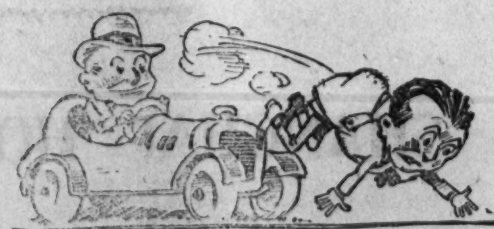
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Compression In Cylinders Important Power Factor

Lack Of Compression Also Causes Loss Of Fuel And
A Knock In The Motor

By H. Clifford Brooks

In these days, when all things are being run at high pressure and men are urged to put a lot of extra pep into business, it is quite as necessary to keep the automobile up to a high pressure standard also. The pressure most needed about an automobile is in the cylinders, and it gives the power and pep to the car. Of course, pressure is needed in tires also, but that is another story.

Now, it is absolutely impossible to put pressure upon your car and get added service out of it as well as to save gasoline and lubricating oil for war needs unless there is pressure in the cylinders. This is called compression. Where we have a cylinder losing compression, the engine runs irregularly and often causes a knock in the transmission of the universal joint, especially when the parts are a little worn. It is very common for the owner to believe that such a knock is in the engine itself.

In a recent case of this sort which was brought to my attention an inspection developed the fact that the valve push rods on some of the cylinders were out of adjustment and kept the valves off their seats all the time. Of course it was impossible to have any compression in these cylinders.

When this condition exists, some gas will be drawn into the cylinder from the carburetor in the regular way, but when the piston moves up to compress the gas it simply forces it out of the cylinder through the valve (inlet or exhaust, which ever is at fault), and what is left in the cylinder will not ignite easily, and if it does give so little power that the engine runs unevenly.

Compression Of Gas

By compression of gas, as is generally understood, a much greater power is obtained. There are two reasons for this: First, concerning the volume of gas used; in order to make use of the power generated by the burned gas the piston must travel out of the cylinder. When it is all the way in the cylinder the space above the piston which contains the charge of gas is only about one-fifth of that when the piston has traveled all the way down. Therefore, by drawing in a full cylinder of gas and then compressing it into a small space at the top about five times the volume of gas is used, giving five times the power.

Second, when the gas is compressed it will ignite much more readily and burn much more evenly. In fact, it is possible to have so much compression that the gas will ignite from that cause alone and frequently there is preignition because of too high compression. Loss of compression, therefore, means loss of

power and waste, because a full cylinder of gas is taken in and only part of its used and the explosions are weak and irregular.

There is something of the action of a coil spring in compressing the gas. The force of the compression alone would send the piston back to a point where there was no compression. But, just at the point of highest compression a spark is introduced which by chemical action expands the gas rapidly, so that between the forces of compression and expansion the piston is driven down with great power.

In addition to the push rods being adjusted so close that they hold the valves open, there are a number of other places where loss of compression might occur. There are the valve caps, and in some forms of construction side valve cages, where there may be leaks; spark plugs, at the base where they screw into the cylinders, and sometimes around the insulators; pet or priming cocks, both at the base and at the valve. Where the cylinder heads are removable there might be a leak between the head and the cylinder because of a poor gasket or failure to bolt the head tight.

Cylinders Out Of True

If the cylinders are worn out of round, or have scores or ridges cut in them, the piston rings will not make a tight joint and compressed gas will leak by the piston. Piston rings sometimes lose their elasticity, or are gummed fast with burned oil and carbon, and no longer press firmly against the cylinder walls, and occasionally the retaining pins break off and the rings work around until all the openings are in line. In either event gas leaks past. Lack of lubricating oil will cause this same trouble. This usually may be detected quickly by knocking in the engine. In some cases carbon deposited on the exhaust valve seat keeps the valve from closing and affects the compression.

To test for compression each cylinder must be dealt with separately. Open all pet cocks except on the cylinder to be tested and turn the engine over with the starting crank a number of times. Where there are no pet cocks remove spark plug. A decided opposition to turning the crank should be felt once in each two turns, for the upward travel of the piston every other revolution should be compressing the gas. If no such resistance is felt, or if it is less for the cylinder than for others, or if there is a resistance which quickly increased while the piston is at top of compression, it will be an indication that there is a leak somewhere and

tests should be made to determine where it is.

Leaks Past Piston

Leaks past the piston often may be located by removing the breather pipe cover and listening while the engine is turned over, a leak being indicated by a slight hissing sound in the crank case during the compression stroke. An exhaust valve leak may be determined by removing the exhaust pipe and listening in the manifold, or by removing the manifold itself, but the usual practice is to examine other points and if the valve is suspected to remove it for inspection. Leaks around the valve caps, spark plugs, cylinder head gasket or pet cocks may be located by squirting a little lubricating oil on the joints. If there is a leak the oil will bubble when the engine is cranked over.

In addition to the loss of power through lost compression, often there is a jerky action of the engine and a waste of gasoline, and maybe other waste and trouble be caused. When the gas leaks past the piston it condenses and drops into the crank case and thins the lubricating oil to a point where it no longer performs its function, and makes frequent renewal necessary. If excessive wear of the parts is to be avoided.

Only Roads Essential To War Considered

Washington, June 22.—Highway construction and maintenance during the war should be "directed only to those roads which are of prime importance for economic and military purposes," the National Council of Defense declared today in transmitting to State Council of defense a letter from Secretary Houston.

Federal agencies controlling materials for road building will be governed by this policy, and the National Council asked that State highway departments be induced to co-operate.

Use, wherever possible, of local road building material is urged to save rail transportation, and avoidance of bond issues is asked, in order that such financing will not conflict with war loans.

NIGHT DRIVING IN FRANCE

In driving trucks along the roads leading to the battle front under cover of darkness headlights cannot be used, else all concealment would be destroyed. To enable the drivers to keep in the road rows of posts are set along the roadside. These are three feet high and painted white. They are visible even on the darkest night.



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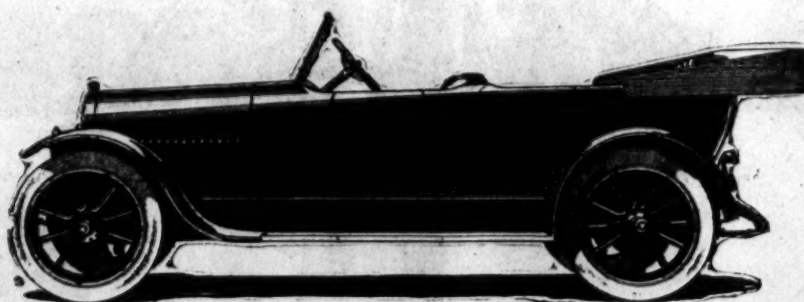
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Automotive Expert Tells Of U.S. Airplane Progress

New York, June 22.—In his first speech since the recent reorganization of the Aircraft Board Howard E. Coffin gives an encouraging view of the present aircraft situation in this country. Mr. Coffin's speech was made at the semi-annual meeting of the Society of Automotive Engineers, held early this week at Dayton, Ohio. Some extracts from it are given below:

"There is one phase of aircraft work of which nothing has been seen here today, but to which the Aircraft Board's advisory relations were just the same as to the army's activities. I refer to that of the navy. The navy has been building battleships and destroyers and telling us about how submarines have been sunk, but we have not heard a word about aircraft, and yet in many ways the navy has done the most remarkable work along that line. They are flying every day aircraft weighing up to eleven or twelve thousand pounds, and equipped with engines of from four hundred to a thousand horsepower and carrying crews of five men. Commander Colburn has just told me that within the last week two of these Liberty engines were taken from stock, put into a stock boat, flown up and down the river a couple of times to make sure that everything was all right, and then a trip was made of some 250 miles, from Philadelphia to Newport News, without missing a 'shot' on either engine. I have seen them doing this sort of thing right along, and they think nothing at all of it. They are making almost daily trips from Newport News to Philadelphia.

"When we consider the size of these boats and the power being put into them, we must wonder just what the limit in aircraft development will be. Of course the Army is also at work on large machines; but the Navy, because of its work in detection of submarines, has started immediately with the large sizes. The new naval aircraft factory at Philadelphia has a floor space of about three-quarters of a million feet, and the work being done there is something that every one ought to see. All of us, I think, today have seen enough of an exhibition of flying to know that the building of fighting machines is in good shape.

Money Was Not Wasted
"It has only been a few weeks since some of our friends were talking about one airplane that had cost \$640,000,000. Part of the press seized upon the expression as a headline, and some of us have seen cartoons with the \$640,000,000 in one half of the scale and one poor little airplane in the other half. As a matter of fact, only about one-half of the appropriation made for air-

craft has actually been spent. Every dollar of that amount has been accounted for, of course, through the accounting system of the War Department. Some five or six thousand training machines have been built and a couple of thousand machines perhaps in Europe. Construction for Europe has been delayed because of the unsettled conditions over there, owing to the drives in Italy and on the west front, and to the shortage of materials.

"Some 150,000 men are in training in the aviation service in this country, and there are twenty-five or thirty of the big training stations in operation. A laboratory in operation here in Dayton is one of the most remarkable developments of the whole air service; and, perhaps, most important of all, the mystery of aircraft production has been thoroughly exploded.

"Plants in this country are producing, and others will produce, aircraft of standardized interchangeable design, nearly as freely and easily as American plants have ever built automobiles. Those who visit the Dayton-Wright plant will see a fine example of this work of interchangeability of parts. Airplanes are being shipped from this country in a disassembled form without markings. The crates, when received on the other side, can be opened and the parts assembled without any record to the building operation on this side and, as I remember, a cable received only a few days ago stated that within a few hours of the receipt of a certain shipment upon the other side, planes were assembled and the engines running.

Foreign Engine Delay

"That is the way in which America will build airplanes. It has taken time to build the tools and the fixtures that have made it possible to manufacture interchangeable parts. S. A. E. members, with their knowledge of manufacturing and repair problems, will realize what engine construction and airplane construction mean when it comes to keeping these machines in operation at the front, because, no matter how many airplanes we ship to Europe, if the interchangeable repair parts are not there, and if the men skilled in maintenance are not on hand, the machines will do us little good. We have heard a great deal said about the possible time loss in developing an American engine when it was seemingly perfectly simple and easy to adopt foreign engines, bring them to this country and put them in production, but if any one will show me an institution in this country that has adopted a foreign engine and put it into production in less than one to

two years, then I will grant that the argument may have some force. I might ask Mr. Houston to tell you something about the Wright-Martin experience. I think an order for engines for the French Government was a year behind the estimate in delivery.

(In response to a question from Mr. Coffin, Mr. Houston stated that the time was just exactly a year.)

"Just a year behind the specified delivery although the drawings, the engines and the sample engines were all brought to this country at the same time. The General Vehicle Company might tell a story about the Gnome experience, and I know that the treasurer of the American Locomotive Works can tell a sad story about the Berliet.

"Those who have seen the engine exhibit in the pavilion realize perhaps some of the reasons for hesitation in adopting certain engines when the great point was speed and quantity in production. After analyzing the situation and past experience from start to finish it was decided that American engineers working in the American way, and with American machine tool designers working with these engineers, results could be gotten months earlier than if foreign engines were put into production in this country. I think it is a fact that can be borne out by any representative of the British service that after three years of war, with some ten thousand men in the main works, the leading British company is producing fifty engines per week, each develops fifty horsepower and weighs 100 pounds more than the Liberty. Now that gives a little insight into some of the arguments leading to the design and putting into production of the Liberty engine. It is America's purpose to build engines not only for our own Navy, our own Army, but for foreign countries as well. There is a great difference between fifty engines a week and fifty to one hundred engines a day, an output any one of a half dozen of the plants of this country plan to be producing inside of the next ninety to one hundred and twenty days.

Accessories Caused Delay

"Leaving aside all such accomplishments as increasing the spruce and fir production to some 15,000,000 feet a month, the construction of the flying fields, the building up of personnel, and, remember, this entire proposition started from minus zero last July; leaving aside all of the accomplishments in the building of plants for the production of chemicals, in building up industries for the production of accessories—those who have seen the planes on exhibition and who will see them at the Dayton-Wright plant will learn that the engines and the airplanes are perhaps the simplest parts of the job. The wireless, wireless telephone, bomb-dropping apparatus, oxygen tanks for breathing at high altitudes, electrically-heated clothing, generators, flares for landing at night,

scientific instruments for recording speed, altitude, inclination, and a half dozen other things, synchronized machine-guns—practically none of these were produced in this country a year ago. An industry has had to be created in almost every instance. Just leave aside all these matters and perhaps three major things have been done. One of them is the development of the Liberty engine.

When I say development of the Liberty engine, I mean, as Major Vincent told us in January, the production of a Liberty cylinder, which would be so perfect that it might go through the war without change, and which could be used in any number or combination of cylinders, on such engines as it might be decided to build. Let us call the Liberty engine an accomplishment.

"We have heard a good deal lately about the Irish situation in England and that the linen situation was tied up with it. The English aircraft production was dependent upon this supply. The development in this country of a substitute for linen made of Sea Island long staple cotton, which has in actual test been proved the superior of linen, is another of the great influences in the development of aircraft and the participation of aircraft in the war.

A third one is one that we perhaps had to force upon some of our allies. Because of the spruce shortage we insisted that satisfactory aircraft could be built of Douglas fir. By force of necessity our allies were obliged to begin using Douglas fir. The latest experiments have shown that Douglas fir is not only the equal of spruce, but is probably the superior, so that very much of the spruce difficulty will be removed.

"It has been an unfortunate handicap to the air services from the beginning that the matters of research have been so separated that the truth of the difficulties and accomplishments could not be told. This is very sad, I think, has been largely responsible for most of the exaggerated stories which have certainly been contributing causes to the misunderstanding of the situation now existing in many sections of the country."

Here's An Easy Way To Keep Hands Clean

For the car owner who does his own work the question of keeping his hands fit for polite society is a real problem. Here is a solution of the problem: After working about the car or engine, apply fresh cylinder or any light oil on the hands, using just as soap and water are used. When all the grease has been cut loose, wipe the hands on clean waste or rag. This treatment will leave the hands in good shape for soap and water, and the soap will be found admirable in this connection.

Retreading Tires Saves Big Money

If motorists were better acquainted with the advantages of having their tires retreaded when not worn through the casing many miles would be added to tire life. A retread can greatly extend the usefulness of a tire carcass that has had good care, but a tire that has been run "soft," overloaded or tread cut, or mistreated in other ways, cannot profitably be repaired.

If a tire is run under inflated it will probably be stone-bruised or weakened in the side walls. If run overloaded it will be in the same condition, except that the trouble will show closer to the head of the tire. If tread-cut the carcass is likely to be perforated with glass cuts, nail holes or the fabric rotted from moisture seeping in through the tread cuts and the piles of fabric separated from each other.

A good vulcanizer will always be able to tell, after examination of a tire, if its condition will warrant profitable retreading. No tire repair man should advise a retread when the carcass is in bad shape, for the carcass is the foundation of the tire, and if this is bad no retread, however well put on, will add sufficient mileage to the tire to warrant the expense involved.

But where the tire has had good care and the fabric is uninjured a retread is a profitable investment. Many thousands of miles are added to tire life in this manner. Before discarding old tires they should be taken to a competent vulcanizer for examination. Perhaps a new tread, or a new section, can be built into a tire that will greatly increase its length of service.

Vulcanizing trends on used tires has reached so great a degree of perfection, that even racing drivers are using retreaded tires. In the past racing drivers never used tires that had undergone any kind of repairs—only new tires are considered safe. But that retreaded tires are a success on the race track is abundantly proven in the experience of Louis Chevrolet, who during the winter season won several races on the western coast on retreaded Goodyear cord tires.

In the interests of conservation every motorist should first consider the advantages of a retread before sending to the scrapheap his old tires.

ANTI-SCALE SOLUTION

The motorist may take a hint from steam boiler engineers by mixing a little glycerine with the cooling water to prevent the formation of scale, in which capacity it is said to be very efficacious. The glycerine should be used in proportion of half a pint to each five gallons of water.

Insure Your Motor-Car



with the
Java Sea and Fire Insurance Company

86 Kinkiang Road; Tel. 70

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TOURING CARS, 2, 4, 6 AND 8 CYLINDERS

of well-known

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(opposite French Fire Station)

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Sole distributors of R. N. C. tires



No car of equal quality can be sold for a price as low as the Cadillac price unless it commands a market as large as the Cadillac market.

If it were not for the size of the Cadillac clientele, the new Cadillac Eight could not be manufactured and marketed at its present price.

It is too fine in every element that constitutes quality to be distributed in any lesser volume at the present figure.

If its field was limited to five thousand, or even twice that number of purchasers, it would be necessary for the Cadillac Company to advance the price.

A competent engineer, examining the chassis of the new Cadillac Eight, will tell you emphatically that nothing but the large output could possibly justify its superb craftsmanship at so moderate a price.

Cadillac volume could be used to attain a lower price with the resulting lesser value. It is used, and always has been used, to hold down the price and raise the quality higher and higher.

You know how this Cadillac quality expresses itself in the performance of the Cadillac Eight.

"The sweetest running car in the world," it was called a year ago.

And nothing has transpired since to deprive it of that distinction.

The new Cadillac has simply added new lustre to the Cadillac good name. It is still, as we have often said: "a law unto itself."

Intrinsic-value, performance-value, social-value—in all three it is America's one incomparable motor car.

GET A DEMONSTRATION

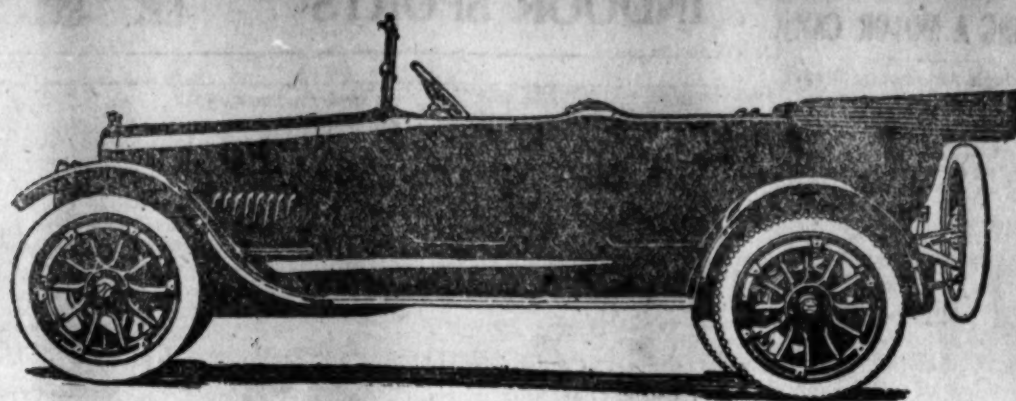
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The New

CHANDLER "DISPATCH"

and other 1918 models just received are triumphs of Chandler production. You are cordially invited to inspect and try them.



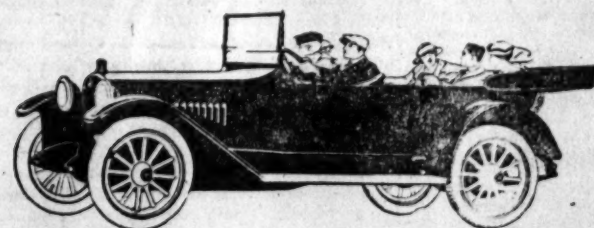
The mark of superior motor car service.

Hupmobile

We have new models of this valuable car in stock

Let Us Demonstrate Them

The Comfort Car



Maxwell Motor Cars Never Fail!

They are built for hard, unfailing service. They are low in first price, in upkeep; high in second hand value. Buy a Maxwell

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The Eastern Garage—'Phone Cent. 1159 and 2711

The Shanghai Garage Co.

IT'S A COMPLEX JOB— MAKING A MOTOR CAR

Trip Through Automobile Plant
Would Be Revelations To
Most Motorists

"Few motorists realize the many different forms of labor represented in the cars they drive," says a veteran automobile man, "and because of this fact, a trip through an automobile plant would be a revelation to them. In one machine shop, for instance, there are four groups of workers—the general machinists, the operators of special machines, the tool makers and die makers. Motor building is another diversified task, providing employment for the general engine mechanics, dynamometer experts, general repair men, who do the tuning and adjusting; bearing scrapers, bearing fitters, rod fitters, crankshaft fitters, cylinder fitters and valve grinders.

"Two different gangs are used for first assembly, one assembling the axle and transmission and the other building up the chassis. Carpenters and metal men are employed in the body department, the former being divided into door hangers, joiners and fitters, while the latter are classified as hammermen, pressmen, back hangers, fender makers, tank makers, solderers and tinsmiths.

"In painting the car, several operations are necessary, including priming, sanding, glazing, rubbing, spraying, enamelling and finishing, and each is done by a special crew. Then there are the workers in the trim shop—the cutters, stuffers, cushion makers, back hangers, sewing machine operators, basters and harness makers.

"When we reach the final assembly, we find several more gangs of specialists—the motor and transmission setters, the tire mounters, the wheel fitters, the fender and running board fitters, the body setters, the hood and radiator fitters, the top setters, the curtain fitters, the general utility experts and the road testers.

"And even now we have not enumerated all the different classes of workmen that are responsible for the construction of the motor car, for the automobile manufacturer buys many units from the makers of parts, including tires, carburetors, spark plugs, speedometers, windshields, vacuum feed systems, magnetos, lamps, ignition and electric starting and lighting equipment, radiators and wire wheels.

"It is really surprising that such a complex mechanism as the automobile, involving in its construction so many different crafts, can be sold so cheaply and driven by almost anyone after an hour's instruction. It is equally surprising that the motor car is as foolproof as it is, that it serves so efficiently even when cared for by a novice."

Packard Offers Awards As Government Aid

To promote maximum results in motor truck transportation, the Packard Motor Car Company has offered a total of \$5,000 in awards to owners and drivers for greatest efficiency in hauling. The awards will be based on certified records of Packard truck operation over a period of three months beginning June 1. All Packard owners and drivers in America are invited to participate. There will be three awards of \$1,000 each for owners and three of \$500 each, three of \$100 each and three of \$75 each, nine in all, for drivers.

"In making this announcement," says R. B. Chamberlain, the factory manager of truck sales, "our first aim is to give substantial and active assistance to the Council of National Defense. It recently appealed to the country urging more extensive and more efficient use of motor trucks to help existing transportation problems. We believe this test will result in carrying full loads, careful routing and proper maintenance of trucks, all important factors in efficiency and the saving of freight cars for government use.

"Our second aim is to introduce more widely to owners and drivers the National Standard Truck Cost System form, adopted and advocated for general use by the Truck Owners Conference, Inc. of Chicago. It has been proved that important economies to owners result from keeping such records; and also that drivers frequently better their wages by putting down in black and white the savings they effect for their employers.

"Every Packard truck, no matter how old, is invited to enter," continued Mr. Chamberlain. "The trucks will be divided into three classes to put the different capacities on an equitable basis. The one and one half and two ton trucks will be in class A; three and four ton trucks in class B; and the five and six ton trucks in class C. There will be no competition between classes.

"The award to the winning owners in each class will be \$1,000. The first awards to the most competent driver in each class will be \$500, the second \$100 and the third \$75. The awards will be made by a board of judges who are in no way connected with the Packard organization. Men who are nationally known as transportation experts will be asked to pass on the records and from them determine the winners.

"We should all remember," concluded Mr. Chamberlain, "that it is our patriotic duty to do all we can to aid our country. If for no other reason, every owner should enter his Packard in this test. And for the same reason, every driver should do his utmost to win. Efficiency in truck operation means the saving of thousands of freight cars—and we need them now to back up our boys in France."

INDOOR SPORTS



INDOOR SPORTS
WATCHING YOUR PARTNER
GET CAUGHT WITH A LONE
ACE A MINUTE AFTER
HE HAD COUNTED 100 ACES

39,000 Motors Pass One Point On New York In Eight Hours

New York, May 19.—Some idea of the amount of vehicular traffic in New York City can be got from a statement made recently by Dr. John A. Harriss, Deputy Police Commissioner in charge of traffic making comparisons between London and this city. A twelve-hour count at London's busiest corner, Ritz Hotel, Piccadilly, showed 28,735 vehicles.

At Columbus Circle in ten hour time, 39,210 vehicles passed. New York shows 11,000 more vehicles in two hours less time.

Going further, 235,932 vehicles were checked at seventeen of London's most active intersections in a twelve hour period. Seventeen similar corners in New York 274,305 vehicles in ten hours.

It is clear, therefore, that New York has a very serious traffic problem, the more so that this city has so few north and south streets that are not obstructed to travel by street railroads or elevated roads. Furthermore, our city is never "finished." Something is always being put down or taken up, with the result that the pavements are torn up practically all the time.

To meet the situation, Dr. Harriss has made these suggestions:

- (1) To build a ramp on the east side of Park Avenue between Thirty-second and Thirty-fourth streets.
- (2) To build a ramp to connect Park Avenue from Fortieth street with upper Park Avenue around the Grand Central Terminal.
- (3) To erect an elevated roadway on Sixth Avenue from Fortieth Street to Fifty-ninth street, with a gateway to Central Park.
- (4) To remove the park plots from the center of the roadway on Park Avenue between Thirty-fourth and

Ninety-sixth streets, which would add greatly to the roadway space.

These plans are all with the idea of withdrawing some of the traffic from Fifth Avenue, which at present is consistently overcrowded. Another idea Dr. Harriss has is the construction of a viaduct on the westerly side of the borough from Battery Place to Seventy-second Street, or, indeed, a viaduct running all the way around the water front.

This, although it involves the expenditure of a whole lot of money, may have to be taken up very seriously and soon. Obviously the future traffic problems of the city center around proper north and south roads, for motor vehicles exclusively.

QUICK STEP FOR A RECRUIT

Eight Hours After Reaching Camp He Leaves For France

Camp Dix, N. J., June 30.—A New Jersey recruit who arrived here on Saturday night established a new record in rapid preparation for overseas service. He reached the camp at 7:32 p.m., and a little more than eight hours later was on the way to France. This particular man happened to have some special qualifications that were needed, but the rapidity of the discovery that this individual possessed them was unique in its demonstration of the point to which the personnel department of the camp has been developed.

This recruit, whose name cannot be given, arrived with the draft quota from his county at 7:32 o'clock, had successfully passed his preliminary physical examination an hour and a half later, and at 10:35 o'clock was attached to the depot brigade and sent to barracks. At the same time a special unit was preparing to leave

By Tad

ACCURATE SPEEDOMETER DRIVE ON THE CADILLAC

Speed And Distance Recorded
From Front Wheel With En-
closed Lubricated Gears

No matter how accurate a speedometer may be, it cannot make an accurate record unless the speedometer drive mechanism is so arranged that driving wheel slippage, or non-skid tread as used on the rear wheels, do not register on the instrument. Such a speedometer drive is provided on the Cadillac.

Operating from one of the front wheels, the Cadillac speedometer drive takes no account of rear wheel slippage at high speed, as when striking an inequality in the road, or at low speed, as when driving through sand or mud. Neither does

the rear tire oversize, due to the non-skid tread, affect the mileage reading. The front wheel drive is in line with the law in many States which requires that taxicabs be equipped with a front wheel meter drive.

The Cadillac speedometer drive is enclosed in the spindle of the right front wheel, the gears protected from road dirt and running in lubricant. This assures long life and quiet operation. The driving gear is driven from the hub of the right front wheel by a small shaft which passes through the center of the spindle. The driven gear is pinned to a shaft, which is coupled to the lower end of the speedometer driving cable. A speedometer driven directly from the rear wheels, or indirectly from the drive shaft between the transmission and rear axle, is less accurate, not only because of tire oversize due to anti-skid tread, but also because rear wheel slippage is recorded, in addition to distance actually traveled or the speed at which the car is actually running.

THE AUTOMOBILE AND GAS ENGINE

Page—Questions and Answers relating to Modern Automobile Design, Construction, Driving and Repair.....	M.\$2.45
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30 NORTH SZECHUEN ROAD

Overland
TRADE MARK REG.

Drive the "85 Four"

A car of great beauty and strength—a car of absolutely dependable performance, its great power simply controlled.

With the reserve force of the big car, this Overland has all the flexibility of a light one.

To these advantages, add riding comfort. Large wheels, big tyres, cantilever springs, assure smoothness of transit, unusual for cars of its size.

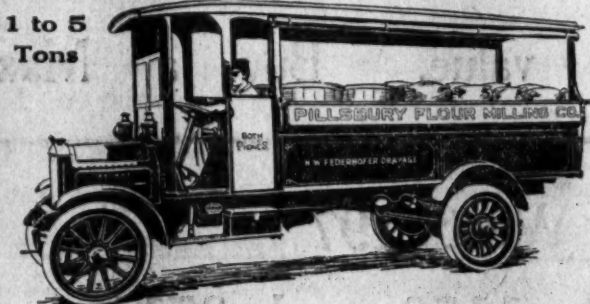
It has a high tension magneto. It is completely equipped. It is economical to maintain.

You will be proud of this Overland, proud of how it looks, proud of what it does. Because of our great production you can drive it with comfort that is financial as well as physical.

We know of no car that compares with it in value.

THE CENTRAL GARAGE CO.
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Write for the Magazine "Traffic News," also prices and discounts.

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Foreign Dept., 18 Broadway, New York.

SPORTING NEWS SECTION

THE CHINA PRESS

SHANGHAI, SUNDAY, AUGUST 11, 1918

RECS CRICKETERS BEAT POWHATTAN

Quincey And Sethna Bring In 89
Runs And Victory Be-
tween Them

VISITORS FIELD POORLY

Clifford Bats 100 In Match Be-
tween Picked Teams On
S.C.C. Ground

The "Recs" beat the Powhattan Club on their own ground by 89 runs. Had the visitors' fielding been anything up to standard the result might have been different.

Harber and Hyndman batted well for the Powhattan Club and Ellis looked good for many until Willis brought off a wonderful catch.

Elliot bowled well for the home-owners, his 7 wickets costing only 18 runs. The S.C.C. commenced badly. Quincey and Sethna got together and hit out with delightful freedom. Quincey fairly pulled the game out of the fire with his sparkling innings of 52.

Full scores and analysis.

Powhattan				
J. J. Ellis, c. Willis	13			
W. J. Haynes, c. Sethna	4			
C. E. Harber, c. Elliot	27			
C. H. Bhooza, c. Sethna	18			
F. S. Hyndman, not out	28			
W. C. Foster, b. Elliot	0			
H. Langley, b. Ambrose	4			
J. B. Katz, b. Elliot	5			
K. C. Ramsden, b. Elliot	4			
C. S. Peacock, b. Elliot	0			
W. K. Kennett, b. Elliot	0			
Extras	0			
Total	112			

Bowling Analysis

	O.	M.	R.	W.
Main	7	0	25	3
Ollerdsen	5	1	21	1
Ambrose	5	0	31	2
Elliot	15	0	18	7
White	1	0	1	0

Recreation Club

A. V. White, c. Bhooza	13
A. J. Willis, run out	3
L. P. Quincey, c. Foster	52
H. J. Cooper, c. Kennett	6
T. Main, b. Bhooza	4
H. J. Ambrose, run out	0
V. Elliot, b. Foster	8
C. B. Sethna, c. Haynes, b. Bhooza	37
C. F. Ollerdsen, b. Harber	3
G. V. Jensen, not out	17
H. Harrison, c. Haynes, b. Bhooza	0
Extras	6
Total	142

Bowling Analysis

	O.	M.	R.	W.
Peacock	4	0	21	1
Bhooza	4	0	43	5
Foster	3	0	23	1
Harber	2	0	11	1
Langley	1	0	23	0
On S. C. C. Grounds				

Owing to the Shanghai Cricket Club being unable to arrange an eleven for their scheduled game with "A" Company (British), S.V.C., a match was arranged between teams captained by Mr. W. C. G. Clifford and Mr. W. J. Monk yesterday afternoon.

The match resulted in a decisive victory for Mr. Clifford's team, which won by 103 runs. Knight and Clifford put on 134 runs for the second wicket. Knight batting very well, and after Clifford had been badly let off he also scored the bowling. Clifford hit out at everything and, although naturally reckless, played very fine cricket, his driving being a feature of his long innings.

When Monk's eleven ventured upon their task Thomson played very finely for his 52, but the rest fell miserably when Clifford went on at the top end. His log breaks created a regular procession and the result finally was as above stated. Special mention should be made of Knight's great catch in dismissing Campbell and the native sub's two splendid catches.

Following are the statistics:

Mr. Clifford's Team

C. Knight, c. Monk, b. Grimshaw	64
J. M. Pearson, c. Campbell, b. Cushman	1
W. C. G. Clifford, b. Grimshaw	103
T. H. Macdonald, b. Grimshaw	9
W. Smith, c. Campbell, b. Howard	8
A. H. Leslie, c. Thomson, b. Howard	13
C. D. Field, b. Grimshaw	3
V. Howe, c. Cameron, b. Howard	4
C. D. Field, b. Grimshaw	3
T. C. G. Pearson, b. Howard	2
D. M. Cooke, about	0
Extras	6
Total	215

Bowling Analysis

	O.	M.	R.	W.
G. S. E. Cushman	4	0	25	1
W. J. Monk	5	0	44	9

(Continued on Page 2)

POLO CLUB WINS FROM LIGHT HORSE

Defeats Volunteers in 12 Chukkas
By 9-7 Score In Close
Game

Despite a big lead in the early chukkas, the Shanghai Polo Club teams were forced to the limit yesterday afternoon by the Light Horse quartets and it was not until the final chukka that Heard shot two goals and enabled the Polo Club to go south with a 9-7 win after a great series of matches.

Heard, with five goals, was the scoring star for the winners while Belth was the big scorer for the Light Horse. McEuen's work on the defense was one of the features while Johnstone and Boyd played great polo during the afternoon.

The summary:

Polo Club	Light Horse
G. Dallas	J. Johnstone
K. J. McEuen	H. Robinson
A. J. P. Heard	C. Boyd
I. Ears	H. Herjofsen
M. O. Springfield	B. Belth
Dr. Davis	G. L. Wilson
W. Middleton	W. Guernon
H. Hanbury	E. B. Hine

First chukka—Club, 2; Light Horse, 0. Goals scored by Davis and Springfield.

Second chukka—Club, 2; Light Horse, 0. Goals scored by Heard (2).

Third chukka—Light Horse, 1; Club, 0. Goal scored by Wilson.

Fourth chukka—Club, 1; Light Horse, 0. Goal scored by Ezra.

Fifth chukka—no scoring.

Sixth chukka—Light Horse, 2; Club, 0. Goals scored by Robinson (2).

Seventh chukka—Light Horse, 1; Club, 0. Goals scored by Belth (3).

Eighth chukka—no scoring.

Ninth chukka—Club, 1; Light Horse, 0. Goal scored by Springfield.

Tenth chukka—Club, 1; Light Horse, 1. Goals scored by Heard and Boyd.

Eleventh chukka—no scoring.

Twelfth chukka—Club, 2; Light Horse, 0. Goals scored by Heard (2).

Shooting

Allied Red Cross Cup

The entry list for the "B" Company, British, S.V.C., handicap competition for the Allied Red Cross Cup, presented by Mr. Loh Ve-yung, will close on September 11.

The competition, which will take place at 2 p.m. September 21, is open to all the Defense Forces of Shanghai. Any British rifle with open sights may be used and the Shanghai Rifle Association handicapping rules will apply. Non-members of the S.V.C. on average percentage will be posted as: A Class average 75%, allowance 10%; B Class average 65%, allowance 10%; C Class average 55%, allowance 10%; D Class average 45%, allowance 10%.

The total entries will be drawn in pairs for first round at 200 yards 60% to be knocked out. The shoots to all pass to next round, the final pair to shoot off for Cup at "B" Co. annual meeting.

Blindfold conditions will apply on the range and there will be one sighting shot and seven rounds fired at the 200, 300, 400, 500 and 600 yard ranges.

Entries should be sent to Sgt. H. Lambert. Ewo. The fee is \$2.

Mail Notices

MAILS CLOSE

For Japan

Per N.Y.K. s.s. Tategami M. Aug. 16

Per N.Y.K. s.s. Takeshima M. Aug. 16

For U.S. Canada and Europe

Per C.M. s.s. Nanking M. Aug. 14

Per T.K.K. s.s. Korea M. Aug. 16

Per P.M. s.s. Ecuador M. Aug. 17

Per N.Y.K. s.s. Suwa M. Aug. 18

Per O.S.K. s.s. Mexico M. Aug. 24

For Europe etc.

Per N.Y.K. s.s. Kanagawa M. Aug. 11

Per N.Y.K. s.s. Sado Maru M. Aug. 14

Per M.M. s.s. Portico M. Aug. 12

MAILS DUE

From U. S. and Canada

Per N.Y.K. s.s. Siberia Maru Aug. 15

Per N.Y.K. s.s. Fushimi M. Aug. 14

Per O.S.K. s.s. Arabia M. Aug. 16

Parcel post only for the United Kingdom will be closed at the British Post Office at 5 p.m. on Wednesday, August 14.

Jerry On The Job



He's A Life Saver



Lawn Bowls

The Rest of Shanghai v. Scotland
Rink No. 1.

The Rest of Shanghai defeated Scotland on the Shanghai Lawn Bowls Club greens by one point yesterday, 104 to 103. The following are the scores by rinks:

Gavin L. Campbell, Capt. Jackson (skip)

J. C. Thomson T. Harborne (skip)

R. K. Hamilton W. B. Pitt

A. Taylor A. E. Silkstone

Rink No. 2.

D. McAllister E. L. Hunter (skip)

J. Tweedie O. H. Blackburn

J. R. Kinghorn R. G. H. Cole

J. Valentine W. A. Ogden

Rink No. 3.

A. D. Bell B. Anderson (skip)

A. B. Allen W. Dutton

 F. B. Walker C. W. Marshall || D. M. Graham Dr. J. W. Ross |
| Rink No. 4. |
| W. T. Bisset Albert Taylor (skip) |
| J. T. Duffell F. Large (skip) |
| J. D. Gordon C. Larsen |
| D. MacDonald A. M. Price |
| Rink No. 5. |
| J. C. Macdonald F. Jones (skip) |
| A. J. Ferrier P. B. Critchley |
| G. Elder T. E. Trueman |
| D. Mennie J. Hall |
| Rink No. 6. |
| G. McMurdo J. J. Sheridan (skip) |
| Jae. Park J. Shaw |
| J. B. MacGavin F. A. Sampson |
| W. Smith J. Brewer |
| Rink No. 7. |
| R. C. Aitkenhead J. D. Gaines (skip) |
| W. Johnston H. S. Smyth |
| J. Walker W. Kinipple |
| F. Ferrier F. L. Marshall |
| Rink No. 8. |
| W. Crooble G. B. Stormes (skip) |
| Capt. Milligan P. Ephgrave |
| W. Davis J. E. Lucas |
| A. L. Miller W. Gater |
| Rink No. 9. |
| C. M. Bain S. Hammond (skip) |
| J. A. Anderson J. Marangreen |

A Baseball 'Combat' As Seen By French Correspondent

Baseball reporters who understand French appear to be badly needed in France these days, declares The Chicago Daily News, and if Christy Mathewson goes over he might take a few along with him with profit. Below will be found an account of a game recently played somewhere in France between two teams of Yankee soldier boys.

The article which follows was written by M. Adolphe Max, a distinguished war correspondent, and appeared in a recent issue of Le Matin Parisien:

"This game, of which our beloved comrades in arms speak in terms grand, is of a puzzle to the uninitiated, and it is of this reason that I, who have come at once from one of the combats, should make all clear. Briefly, this game is performed without the houses and a long instrument—she is of wood and is decorated by denominated 'bat'—with which the players, of which there are eight, divided in half, make collision with the ball, thereby escaping injuries serious. Stationed where they cannot interfere with the viewpoint of the spectators are the players."

"Now, my dear friends, that you a clear comprehension of this game have gained, I shall proceed as the sportman writers American do and apportion the battle into nine phases: 'Inning No. 1—Alert! Nine of these players have the field traversed. Each of them have with caution protected their hands right and one has had the wisdom superb to safeguard his anatomical with a cushion pneumatic. Again, alert! a gentleman in uniform blue speaks with feeling of the artillery (in the technique of the game it is announcing the batteries), a player takes a posture facing him and waves the 'bat'."

"It is possible he conspires to kill his Opponent No. 9—he of the cushion pneumatic who stands directly to the rear. Ah, yes! that it is—for see Opponent No. 1, with thought of magnificent quickness, huris the ball madly at this would-be Apache. Sacre! He has missed! But fast does he of the cushion pneumatic return the ball grenade to his savior. And the player with the great club?

"Palerm! he is hardened and plays with his victim, saying, 'I'll get him on the one next.'"

"Once more, my friend—alert! See the ball grenade is again the air in. What rapidity! What certainty of aim—ah, quake thou, Apache rascal of the club! But no! How this bat! The villain degraded has cunningly hit the grenade with his club, the spectators by half are wildly indignant (shouting 'toubagere toubagere', meaning, one of them informed me, revenge)."

"Their clubber, his dark heart, it is no doubt to me, palpitating, takes to his heels. He runs with splendid quickness direct at a player who is standing on a mat. It is a pax apparent this player is a confederate, for the vice Apache converses with him amicably and says there, it is no doubt to me, to form a league for vengeance."

"It is clear, observes the Chicago newspaper, that here M. Max's attention was diverted to something besides the 'Apache' and, incidentally, the game, because he close 'Inning No. 2' by saying 'the players reversed their positions and a sign significant of zero was hung up to an accompaniment of cheers.'"

Discussing the spectators Max noted their strained expressions and attributed them to 'the practice of drinking flavored water carbonique from bottles.' He states that he was surprised to find spectators throwing these bottles at the 'gentleman in the uniform of blue' and that he finally inquired about it. A very polite soldier who had just hurled his bottle told Max that the gentleman was suspected of being a Boche.

Concluding his account, the French journalist assures his readers that the hint about the gentleman being a Boche didn't get past him and that he had immediately placed the gentleman as 'suspect' with the nearest office of the Intelligence Service.

C. W. Porter E. C. Emmett
J. Grieve G. Bloom

Rink No. 10.

J. Burnside E. J. Bowerman (skip)

A. Brail W. S. Feathers (skip)

M. B. Anderson H. F. Landers

O. M. Campbell F. George

Rink No. 11.

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At the Theaters

"Simon the Jester," William J. Locke's popular English novel, will be presented to Apollo audiences via the screen medium beginning tomorrow evening. The film is a Pathe Gold Rooster production with Edwin Arden, hero of "The Exploits of Elaine," in the leading part. Other features of the program are a Fatty Arbuckle picture, and new Pathe British Gazette. For next Thursday the Apollo is announcing a new Triangle production called "The Children in the House" with Norma Talmadge taking the principal role. Today's matinee at this show house features "Reggie Mixes In," a recent Douglas Fairbanks venture, and this evening Mae Marsh, of "The Birth of a Nation" fame, will be seen in "Hoodoo Ann."

Vaudeville and pictures forms the new week's bill at St. George's open-air cinema. The International artists are to be seen and heard in new dance and song numbers. "Max Comes Across," latest of Max Linder's American films, is heralded for a first showing at St. George's next Thursday evening. This evening a five reel Baby Marie Osborn film is being shown together with other good pictures.

Pauline Frederick is starting on the curtain at the Olympic Theater tonight in a strong six-part play called "Ashes of Embers" and there are several other good films on the program.

Geraldine Farrar, famous American grand opera star, is appearing in the six-reel drama "Temptation" at the Victoria Theater tonight and tomorrow night.

"Wheels of Justice" a drama of the sensational type is on view tonight at the Isis Theater. The picture is a four-part production and the bill also includes a two-part Triangle comedy, "A Love Riot." At today's matinee the 5th and 6th episodes of "The Secret Kingdom" will be shown, new parts of this serial will be screened beginning tomorrow evening.

Gardner doubled and Waite singled, so did Holliday. Doc Maipn threw Bradley's roller wild to first and Tinkham got peevish at Umpe Honeaki and took it out on Maloney, smiting one lustily for four bases. Gardner, Waite, Holliday, Bradley and Tinkham crowded the pan during the inning. Tinkham's long hit gave Shanghai a one run lead, which was entirely unexpected, by the way. Score: Shanghai, 7; Navy, 6.

But Tangermann led off for the Navy in the sixth with a single and went

SAILORS VICTORY IN WEIRD SET-TO

Navy Defeats Shanghai in
Loose Game, Featured By
Heavy Hitting

LONG WALLOPS FREQUENT

Four Homers, Three Triples
And One Two-Bagger
Figure In 11-9 Win

SHANGHAI-NAVY TODAY

Shanghai and the Navy will do battle again this afternoon at 2:30. Keeler is slated to do the hurling for the sailors and Eddy for Shanghai. It will probably be Bob's last trip to the local mound as he leaves on the Korea to don one of Uncle Sam's suits and get into the batting-order in the big game which the Kaiser is about to lose.

Four home runs, three triples, one two-bagger, a dozen singles and ten errors were scattered hither and thither through nine innings of quasi baseball yesterday afternoon and when the ball sounded the Navy was in the lead, 11-9. The Navy was in the lead at diverse other stages of the prolonged and wild-eyed conflict but Shanghai shot five across the dish in the sixth and two in the seventh and made the procession more or less of a race. Seldom has such hard hitting been seen here and seldom has local fandom witnessed the array of poor fielding and bone-head base running as was dished out to the faithful followers yesterday.

There was one good catch, a grab by Terry McGowan. With the exception of the back handed stab by the "Pepper Box," it was a question of endurance on the part of the fielders and base runners. Both outfields made several trips Race Clubwards after the fleeting pill and, as stated, the circuit was rounded on four separate and distinct occasions.

Have To Recruit Players

At 3:30 Shanghai didn't have a team ready to play but some tall scouting brought out Roper, Waite, Canda and Smith and Gardner arrived just in time for the curtain to rise. For an inning it was a regular ball game, with sacrifice hits and that stuff. Then came the wild, weird, woolly performance and they followed one another in rapid succession.

Shanghai scored first, Smith's triple bringing Roper across in the second. Roper had been hit by Maloney. The lead was short lived, however, as the sailors bagged three in the same session.

After Tinkham had fanned Savage and Tangermann, Morris was credited with a single to right. Waite got the ball in time but threw low to Roper. Collins busted one and Luna poked a high Texas Leaguer that went for a hit when Holliday, after making a long run for the ball, lost it in the sun. Collins and Morris scored on the bingle. Tinkham halted their proceedings by fanning McGowan, the third strikeout in the frame.

A base on balls, a stolen base and two errors gave Shanghai another in the third. Crow was passed and pliffed, moving to third when Luna dropped Bradley's fly. Bradley stole; Crow coming home when Savage threw to center field. Tinkham was passed but the battery was stranded as Roper and Smith were easy outs.

Navy Gets Second Try

The Navy still played the 3-1 bet, bagging a second trio in the third. Savage was the big bug of the chukkas, his circuit clout chasing Bray and Maloney home as escorts.

For a couple of frames the teams renewed their acquaintance with baseball as it is sometimes played but Shanghai cut loose in the sixth with five. It was a rough inning for Burler Maloney.

Gardner doubled and Waite singled, so did Holliday. Doc Maipn threw Bradley's roller wild to first and Tinkham got peevish at Umpe Honeaki and took it out on Maloney, smiting one lustily for four bases. Gardner, Waite, Holliday, Bradley and Tinkham crowded the pan during the inning. Tinkham's long hit gave Shanghai a one run lead, which was entirely unexpected, by the way. Score: Shanghai, 7; Navy, 6.

But Tangermann led off for the Navy in the sixth with a single and went

clear to third when Canda mused up Morris' grounder. Collins lifted one for three bases, a common occurrence yesterday, and Tangemann and Morris registered, giving the sailors a two tally advantage.

Canda's homer, a pass to Gardner and Holliday's triple tied the score in the seventh and the Navy won in the ninth when Luna's home run followed Collins' single.

Tinkham deserved a better fate.

Mark ye, the figures:

	Navy	A.B.R.	H.H.	P.O.	A.E.
Malpin, ss.	5	0	0	2	1
Bray, 2b.	2	1	2	1	0
Maloney, p.	5	1	1	2	0
Savage, c.	4	1	1	0	2
Tangemann, ..	4	1	1	0	0
H. lb.	3	1	2	0	0
Morris, 3b.	4	2	0	4	0
Collins, rf.	4	2	3	1	0
Luna, cf.	4	2	2	1	1
McGowan, ..	4	0	0	0	0
Held, lf.	2	0	0	0	0

Totals: 27 11 11 28 16 2

*Smith out, hit by halted ball.

Shanghai A.B.R. H.H. P.O. A.E.

	A.B.R.	H.H.	P.O.	A.E.
Holliday, ss.	4	1	2	2
Crow, 3b.	3	1	1	1
Bradley, c.	5	1	0	3
Tinkham, p.	4	1	1	1
Roper, lb.	3	1	0	0
Smith, cf.	4	0	1	0
Canda, 2b.	3	1	2	0
Gardner, lf.	3	2	1	0
Walte, rf.	4	1	1	0

Totals: 35 9 9 24 14 7

Score by Innings: 1: H H

Navy: 0 3 0 0 3 0 2 1 1 1 1 3

Shanghai: 0 1 1 0 0 5 2 0 0 9 9 7

Summary

Earned runs—Shanghai, 5; Navy, 7.

Left on bases—Navy, 3; Shanghai, 5.

First base on errors—Navy, 4; Shanghai, 3.

Two base hit—Gardner.

Three base hit—Collins, Smith, Holliday.

Home runs—Savage, Luna, Tinkham, Canda.

Runners' bases—Morris, Held, Crow, St. Holliday, Bradley, Tinkham, Roper, Walte, Canda, 2.

Sacrifice hits—Bray, Crow.

Struck out—By Maloney, 5; by Tinkham, 6.

First base on balls—off Maloney, 6; off Tinkham, 1.

Double play—Bradley to Holliday, hit by pitcher—Roper, 2.

Umpires: Honeski and Pohlman.

Time of game—one hour and 45 minutes.

Recs Cricketers

Beat Powhattan

(Continued From Page 1)

T. Grimshaw	0	1	63	4
T. H. Pentecost	3	0	32	0
A. B. Howard	4	0	34	4
Mr. Monk's Team				
C. E. M. Thomson, c. and b.				62
Clifford				8
G. S. B. Cushman, c. Knight, b.				7
Macdonald				0
H. S. Campbell, c. and b. Knight, b.				0
T. H. Pentecost, c. J. Pearson, b. Knight				14
W. J. Monk, c. Clifford, b. T. Pearson				17
W. McCulloch, c. Rowe, b. Clifford				6
A. B. Howard, c. sub b. Clifford				0
W. E. Cameron, c. Rowe, b. Clifford				0
J. E. Cameron, c. Pearson, b. Macdonald				0
G. H. S. Caulton, c. sub b. Clifford				0
R. Grimshaw, not out				0
Extras				3
Total				112

Bowling Analysis

	O.	M.	R.	W.
T. R. Macdonald	7	0	34	2
C. Knight	3	0	36	2
T. C. G. Pearson	2	0	15	1
W. Smith	2	0	15	0
W. C. G. Clifford	2.5	0	9	0

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up										(Main Line)										Nanking To Shanghai North—Down									
STATIONS		Local	Express	Fast	Fast	Local	Express	Fast	Local	Express	Fast	Fast	Local	Express	Fast	Fast	Local	Express	Fast	Fast	Local	Express	Fast	Fast					
SHANGHAI		7.35	8.10	8.45	10.15	10.45	11.15	12.00	NANKING		7.35	8.10	8.45	10.15	10.45	11.15	12.00	SHANGHAI		7.35	8.10	8.45	10.15	10.45	11.15	12.00			
WUJIAO		8.15	8.50	9.25	10.55	11.25	12.00	1.00	CHANGCHOW		8.15	8.50	9.25	10.55	11.25	12.00	1.00	WUJIAO		8.15	8.50	9.25	10.55	11.25	12.00	1.00			
CHANGCHOW		9.00	9.35	10.00	11.30	12.00	1.00	1.30	WUJIAO		9.00	9.35	10.00	11.30	12.00	1.00	1.30	CHANGCHOW		9.00	9.35	10.00	11.30	12.00	1.00	1.30			
WUJIAO		9.45	10.20	10.55	12.25	12.55	1.30	2.00	SHANGHAI		9.45	10.20	10.55	12.25	12.55	1.30	2.00	WUJIAO		9.45	10.20	10.55	12.25	12.55	1.30	2.00			
NANKING		10.30	11.05	11.40	13.10	13.40	2.15	2.45	CHANGCHOW		10.30	11.05	11.40	13.10	13.40	2.15	2.45	NANKING		10.30	11.05	11.40	13.10	13.40	2.15	2.45			
CHANGCHOW		11.15	11.50	12.25	13.55	14.25	3.00	3.30	WUJIAO		11.15	11.50	12.25	13.55	14.25	3.00	3.30	CHANGCHOW		11.15	11.50	12.25	13.55	14.25	3.00	3.30			
WUJIAO		12.00	12.35	13.00	14.30	15.00	3.45	4.15	SHANGHAI		12.00	12.35	13.00	14.30	15.00	3.45	4.15	WUJIAO		12.00	12.35	13.00	14.30	15.00	3.45	4.15			
SHANGHAI		12.45	13.20	13.55	15.25	15.55	4.30	5.00	CHANGCHOW		12.45	13.20	13.55	15.25	15.55	4.30	5.00	SHANGHAI		12.45	13.20	13.55	15.25	15.55	4.30	5.00			
CHANGCHOW		13.30	14.05	14.40	16.10	16.40	5.15	5.45	WUJIAO		13.30	14.05	14.40	16.10	16.40	5.15	5.45	CHANGCHOW		13.30	14.05	14.40	16.10	16.40	5.15	5.45			
WUJIAO		14.15	14.50	15.25	16.55	17.25	6.00	6.30	SHANGHAI		14.15	14.50	15.25	16.55	17.25	6.00	6.30	WUJIAO		14.15	14.50	15.25	16.55	17.25	6.00	6.30			
SHANGHAI		15.00	15.35	16.00	17.30	18.00	6.45	7.15	CHANGCHOW		15.00	15.35	16.00	17.30	18.00	6.45	7.15	SHANGHAI		15.00	15.35	16.00	17.30	18.00	6.45	7.15			
CHANGCHOW		15.45	16.20	16.55	18.25	18.55	7.30	8.00	WUJIAO		15.45	16.20	16.55	18.25	18.55	7.30	8.00	CHANGCHOW		15.45	16.20	16.55	18.25	18.55	7.30	8.00			
WUJIAO		16.30	17.05	17.40	19.10	19.40	8.15	8.45	SHANGHAI		16.30	17.05	17.40	19.10	19.40	8.15	8.45	WUJIAO		16.30	17.05	17.40	19.10	19.40	8.15	8.45			
SHANGHAI		17.15	17.50	18.25	19.55	20.25	9.00	9.30	CHANGCHOW		17.15	17.50	18.25	19.55	20.25	9.00	9.30	SHANGHAI		17.15	17.50	18.25	19.55	20.25	9.00	9.30			
CHANGCHOW		18.00	18.35	19.00	20.30	21.00	9.45	10.15	WUJIAO		18.00	18.35	19.00	20.30	21.00	9.45	10.15	CHANGCHOW		18.00	18.35	19.00	20.30	21.00	9.45	10.15			
WUJIAO		18.45	19.20	19.55	21.25	21.55	10.30	11.00	SHANGHAI		18.45	19.20	19.55	21.25	21.55	10.30	11.00	WUJIAO		18.45	19.20	19.55	21.25	21.55	10.30	11.00			
SHANGHAI		19.30	20.05	20.40	22.10	22.40	11.15	11.45	CHANGCHOW		19.30	20.05	20.40	22.10	22.40	11.15	11.45	SHANGHAI		19.30	20.05	20.40	22.10	22.40	11.15	11.45			
CHANGCHOW		20.15	20.50	21.25	22.55	23.25	12.00	12.30	WUJIAO		20.15	20.50	21.25	22.55	23.25	12.00	12.30	CHANGCHOW		20.15	20.50	21.25	22.55	23.25	12.00	12.30			
WUJIAO		21.00	21.35	22.00	23.30	24.00	12.45	13.15	SHANGHAI		21.00	21.35	22.00	23.30	24.00	12.45	13.15	WUJIAO		21.00	21.35	22.00	23.30	24.00	12.45	13.15			
SHANGHAI		21.45	22.20	22.55	24.25	24.55	13.30	14.00	CHANGCHOW		21.45	22.20	22.55	24.25	24.55	13.30	14.00	SHANGHAI		21.45	22.20	22.55	24.25	24.55	13.30	14.00			
CHANGCHOW		22.30	23.05	23.40	25.10	25.40	14.15	14.45	WUJIAO		22.30	23.05	23.40	25.10	25.40	14.15	14.45	CHANGCHOW		22.30	23.05	23.40	25.10	25.40	14.15	14.45			
WUJIAO		23.15	23.50	24.25	25.55	26.25	15.00	15.30	SHANGHAI		23.15	23.50	24.25	25.55	26.25	15.00	15.30	WUJIAO		23.15	23.50	24.25	25.55	26.25	15.00	15.30			
SHANGHAI		24.00	24.35	25.00	26.30	27.00	15.45	16.15	CHANGCHOW		24.00	24.35	25.00	26.30	27.00	15.45	16.15	SHANGHAI		24.00	24.35	25.00	26.30	27.00	15.45	16.15			
CHANGCHOW		24.45	25.20	25.55	27.25	27.55	16.30	17.00	WUJIAO		24.45	25.20	25.55	27.25	27.55	16.30	17.00	CHANGCHOW		24.45	25.20	25.55	27.25	27.55	16.30	17.00			
WUJIAO		25.30	26.05	26.40	28.10	28.40	17.15	17.45	SHANGHAI		25.30	26.05	26.40	28.10	28.40	17.15	17.45	WUJIAO		25.30	26.05	26.40	28.10	28.40	17.15	17.45			
SHANGHAI		26.15	26.50	27.25	28.55	29.25	18.00	18.30	CHANGCHOW		26.15	26.50	27.25	28.55	29.25	18.00	18.30	SHANGHAI		26.15	26.50	27.25	28.55	29.25	18.00	18.30			
CHANGCHOW		27.00	27.35	28.00	29.30	30.00	18.45	19.15	WUJIAO		27.00	27.35	28.00	29.30	30.00	18.45	19.15	CHANGCHOW		27.00	27.35	28.00	29.30	30.00	18.45	19.15			
WUJIAO		27.45	28.20	28.55	30.25	30.55	19.30	20.00	SHANGHAI		27.45	28.20	28.55	30.25	30.55	19.30	20.00	WUJIAO		27.45	28.20	28.55	30.25	30.55	19.30	20.00			
SHANGHAI		28.30	29.05	29.40	31.10	31.40	20.15	20.45	CHANGCHOW		28.30	29.05	29.40	31.10	31.40	20.15	20.45	SHANGHAI		28.30	29.05	29.40	31.10	31.40	20.15	20.45			
CHANGCHOW		29.15	29.50	30.25	31.55	32.25	21.00	21.30	WUJIAO		29.15	29.50	30.25	31.55	32.25	21.00	21.30	CHANGCHOW		29.15	29.50	30.25	31.55	32.25	21.00	21.30			
WUJIAO		30.00	30.35	31.00	32.30	33.00	21.45	22.15	SHANGHAI		30.00	30.35	31.00	32.30	33.00	21.45	22.15	WUJIAO		30.00	30.35	31.00	32.30	33.00	21.45	22.15			
SHANGHAI		30.45	31.20	31.55	33.25	33.55	22.30	23.00	CHANGCHOW		30.45	31.20	31.55	33.25	33.55	22.30	23.00	SHANGHAI		30.45	31.20	31.55	33.25	33.55	22.30	23.00			
CHANGCHOW		31.30	32.05	32.40	34.10	34.40	23.15	23.45	WUJIAO		31.30	32.05	32.40	34.10	34.40	23.15	23.45	CHANGCHOW		31.30	32.05	32.40	34.10	34.40	23.15	23.45			
WUJIAO		32.15	32.50	33.25	35.00	35.30	24.00	24.30	SHANGHAI		32.15	32.50	33.25	35.00	35.30	24.00	24.30	WUJIAO		32.15	32.50	33.25	35.00	35.30	24.00	24.30			
SHANGHAI		33.00	33.35	34.00	35.35	36.05	24.45	25.15	CHANGCHOW		33.00	33.35	34.00	35.35	36.05	24.45	25.15	SHANGHAI		33.00	33.35	34.00	35.35	36.05	24.45	25.15			
CHANGCHOW		33.45	34.20	34.55	36.25	36.55	25.30	26.00	WUJIAO		33.45	34.20	34.55	36.25	36.55	25.30	26.00	CHANGCHOW		33.45	34.20	34.55	36.25	36.55	25.30	26.00			
WUJIAO		34.30	35.05	35.40	37.10	37.40	26.15	26.45	SHANGHAI		34.30	35.05	35.40	37.10	37.40	26.15	26.45	WUJIAO		34.30	35.05	35.40	37.10	37.40	26.15	26.45			
SHANGHAI		35.15	35.50	36.25	38.00	38.30	27.00	27.30	CHANGCHOW		35.15	35.50	36.25	38.00	38.30	27.00	27.30	SHANGHAI		35.15	35.50	36.25	38.00	38.30	27.00	27.30			
CHANGCHOW		36.00	36.35	37.00	39.00	39.30	27.45	28.15	WUJIAO		36.00	36.35	37.00	39.00	39.30	27.45	28.15	CHANGCHOW		36.00	36.35	37.00	39.00	39.30	27.45	28.15			
WUJIAO		36.45	37.20	37.55	40.10	40.40	28.30	29.00	SHANGHAI		36.45	37.20	37.55	40.10	40.40	28.30	29.00	WUJIAO		36.45	37.20	37.55	40.10	40.40	28.30	29.00			
SHANGHAI		37.30	38.05	38.40	41.20	41.50	29.15	29.45	CHANGCHOW		37.30	38.05	38.40	41.20	41.50	29.15	29.45	SHANGHAI		37.30	38.05	38.40	41.20	41.50	29.15	29.45			
CHANGCHOW		38.15	38.50	39.25	42.30	42.55	30.00	30.30	WUJIAO		38.15	38.50	39.25	42.30	42.55	30.00	30.30	CHANGCHOW		38.15	38.50	39.25	42.30	42.55	30.00	30.30			
WUJIAO		39.00	39.35	40.00	43.40	43.65	30.45	31.15	SHANGHAI		39.00	39.35	40.00	43.40	43.65	30.45	31.15	WUJIAO		39.00	39.35	40.00	43.40	43.65	30.45	31.15			
SHANGHAI		39.45	40.20	40.55	44.50	45.15	31.30	32.00	CHANGCHOW		39.45	40.20	40.55	44.50	45.15	31.30	32.00	SHANGHAI		39.45	40.20	40.55	44.50	45.15	31.30	32.00			
CHANGCHOW		40.30	41.05	41.40	45.55	46.20	32.15	32.45	WUJIAO		40.30	41.05	41.40	45.55	46.20	32.15	32.45	CHANGCHOW		40.30	41.05	41.40	45.55	46.20	32.15	32.45			
WUJIAO		41.15	41.50	42.25	47.00	47.25	33.00	33.30	SHANGHAI		41.15	41.50	42.25	47.00	47.25	33.00	33.30	WUJIAO		41.15	41.50	42.25	47.00	47.25	33.00	33.30			
SHANGHAI		42.00	42.35	43.00	48.10	48.35	33.45	34.15	CHANGCHOW		42.00	42.35	43.00	48.10	48.35	33.45	34.15	SHANGHAI		42.00	42.35	43.00	48.10	48.35	33.45	34.15			
CHANGCHOW		42.45	43.20	43.55	49.20	49.45	34.30	35.00	WUJIAO		42.45	43.20	43.55	49.20	49.45	34.30	35.00	CHANGCHOW		42.45	43.20	43.55	49.20	49.45	34.30	35.00			
WUJIAO		43.30	44.05	44.40	50.30	50.55	35.15	35.45	SHANGHAI		43.30	44.05	44.40	50.30	50.55	35.15	35.45	WUJIAO		43.30	44.05	44.40	50.30	50.55	35.15				

R. Restaurant Cars.

*Connects at Pukow with the through Siberian service.

S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE)													Shanghai North to Woosung Forts—Down																		
WOOSUNG FORTS		Dep.		Fast		Slow		Local		Fast		Slow		Local		SHANGHAI NORTH		Dep.		Fast		Slow		Local		Fast		Slow		Local	
WOOSUNG		7.10		7.30		7.50		8.10		8.30		8.50		9.10		9.30		9.50		10.10		10.30		10.50		11.10		11.30		11.50	
JIANGWAN		7.15		7.35		7.55		8.15		8.35		8.55		9.15		9.35		9.55		10.15		10.35		10.55		11.15		11.35		11.55	
SHANGHAI NORTH		7.20		7.40		8.00		8.20		8.40		8.60		8.80		9.00		9.20		9.40		9.60		9.80		10.00		10.20		10.40	

Smiles from the Mixed Court



It's queer the way the weather affects some people. With us, now, the inclination, almost amounting to an overpowering urge, is to dispense with as many and much of the frumpy and sartorial adornments which handicap the well known human race as can be abandoned without remorse on the part of the police. Not so, however, with Tsang Shiao-koo.

On the hottest evening of the season, which occurred a few nights hence, a sweltering Chinese Police Constable paused a moment to lean against the corner of an alleyway and pray for a typhoon or a snowstorm or an ice cream soda. While thus engaged a man passed him, coming out of the alleyway at a pace far, far too ambitious for that kind of weather. At the mouth of the alleyway the speedy party paused to glance up and down and the C.P.C. noticed something peculiar about his legs. Then he perceived that Tsang, for it was none other, had on two pairs of pants; this peerless piece of detective work was due to the fact that the two garments were of different lengths, the bottoms of the legs of one extending down below the bottoms of the other. If Tsang had only had foresight enough to have doctored the long pair last time they would never have been written. But Tsang, as it was discovered later, had been in a hurry when he clambered into the trousers.

The C.P.C., startled into a fresh flood of perspiration by the sight of a man racing about the streets in winter costume with the mercury doing altitude stunts, stepped up for a closer look at such a weird party. He almost developed apoplexy when he saw that Tsang had still a third pair of trousers draped over his arm.

"Why don't you wear the one pair and carry two?" gasped the Cop.

The question seemed to disconcert Tsang. He dropped the neatly folded pants he was carrying and started off at a gallop in comparison with which his former pace was a languid stroll. But the C.P.C.'s curiosity had been raised to a hysterical point by this time and, being more fitly garbed for sprinting than Tsang, he soon overhauled him. By the time the C.P.C. had got through with his bombardment of curious queries Tsang had succumbed to the heat and admitted that the trousers didn't

Rowing Club Swimming Series

Standing Of Competitors To Date

Competitors	Length	Stroke	Time	Length	Stroke	Time	Length	Stroke	Time	Length	Stroke	Time
E. A. Brodie	4	1	1	1	1	1	1	1	1	1	1	1
E. G. Barnes	1	1	1	1	1	1	1	1	1	1	1	1
J. B. Brown	3	1	1	1	1	1	1	1	1	1	1	1
J. L. Cowen, Jr.	1	1	1	1	1	1	1	1	1	1	1	1
A. E. Donald	1	1	1	1	1	1	1	1	1	1	1	1
A. P. Goldman	1	1	1	1	1	1	1	1	1	1	1	1
J. H. Jones	1	1	1	1	1	1	1	1	1	1	1	1
K. A. Mansfield	1	1	1	1	1	1	1	1	1	1	1	1
T. C. G. Pearson	1	1	1	1	1	1	1	1	1	1	1	1
E. T. Nash	1	1	1	1	1	1	1	1	1	1	1	1
A. C. Striven	1	1	1	1	1	1	1	1	1	1	1	1
Smith Yates	1	1	1	1	1	1	1	1	1	1	1	1
I. H. Telleny	1	1	1	1	1	1	1	1	1	1	1	1

Brown and Brodie are proving keen contestants in the above events. Until this week Brodie was leading, but last Wednesday night he let himself down considerably, while Brown gathered in 5 points. Nevertheless, as both these swimmers won their respective heats in the 1 Length Backstroke, a close final is anticipated next Wednesday.

belong to him but had been suddenly acquired in a house off the alleyway.

Tsang will be more appropriately clad during the next three weeks, but he won't have much opportunity to show off his clothes.

Fisherman's Luck

"Goin' fishin'!" inquired the C.P.C. on the Park Terrace beat of Wang Sen Sa Tsu as the latter came briskly along the street with fishing rod and line.

"No, Been," said Wang shortly, and made as though to proceed on his way.

The policeman, however, happened to be an enthusiastic angler and he implored Wang to linger and discuss his favorite lure and fishing spots. Of course the usual crowd coagulated to get an earful of the expert conversation and one of the enthusiastic listeners jostled up against Wang. Whereupon a long silk gown fell from beneath the fisherman's outer garment.

In the Mixed Court it developed that what Wang knew about the gentle art of angling couldn't be found anywhere in Mr. Walton's handbook on things piscatorial. But Wang was an expert at hooking things off of first story verandahs and the Court thought that it might be a good idea to keep him off the public thoroughfares until the hot weather is over and folks quit hanging the family washing out on the front porch.

Provision Prices in Local Market

Prices quoted are in Mexican dollars cents at Hongkong market as compiled on August 6, 1918.

Butcher's Meat

Beef per lb. 14-30

Mutton " 16-30

Pork " 25-30

Veal " 25-30

Fish

Bream per lb. none

Cod " 14-15

Mandarin " 20-40

Mackerel " 20-25

Pomfret " 16-18

Salmon " none

Small " none

Soles " 16-18

Whitebait " 15-20

Gems, Poultry and Eggs

Deer each none

Duck " 40-70

Eggs per doz. 15-17

Fowl per lb. 18-20

Geese each 50-100

Hare " none

Partridge " none

Pheasant " none

Pigeons " 15-16

Plover " none

Quail " none

Snipe " none

Turkey per lb. 30-35

Teal each none

Wild Duck " none

Wild Pigeons " none

Woodcock " none

Wild Geese " none

No Draft Card—Chick Evans Held Up

Minneapolis, Minn., June 15.—

On his arrival here today to participate in an exhibition golf match for the benefit of the Red Cross, Charles ("Chick") Evans, the national open champion, was taken into custody by agents of the Department of Justice because he was unable to produce a draft classification card.

After a two-hour wait Evans was released when a telegram was received from his draft board stating he had been placed in Class 3.

Evans is a professional golfer and has won many national and international titles.

He is currently on tour and is expected to play in several more matches.

Evans is a member of the United States Golf Association and is considered one of the best players in the world.

He is also a member of the Amateur Golf Association and has won several amateur titles.

Evans is a very popular player and has a large following of fans.

He is expected to play in the exhibition match for several days.

Evans is a very talented player and is expected to win the match.

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